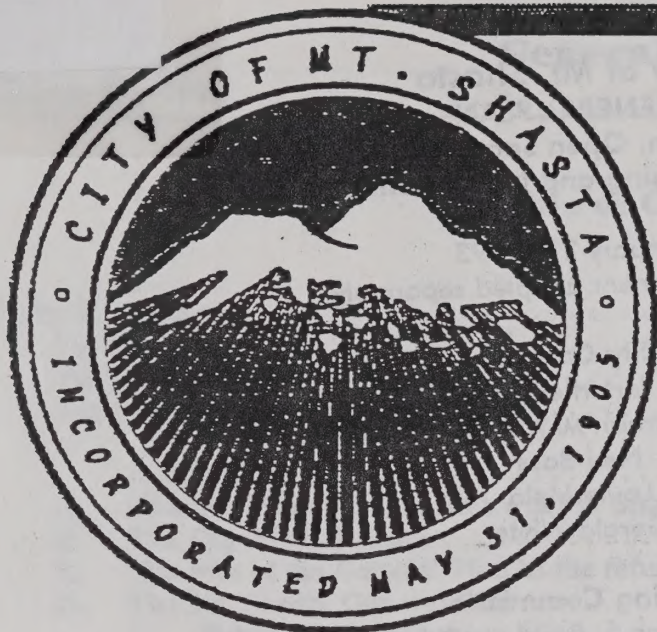




CITY OF MT. SHASTA GENERAL PLAN

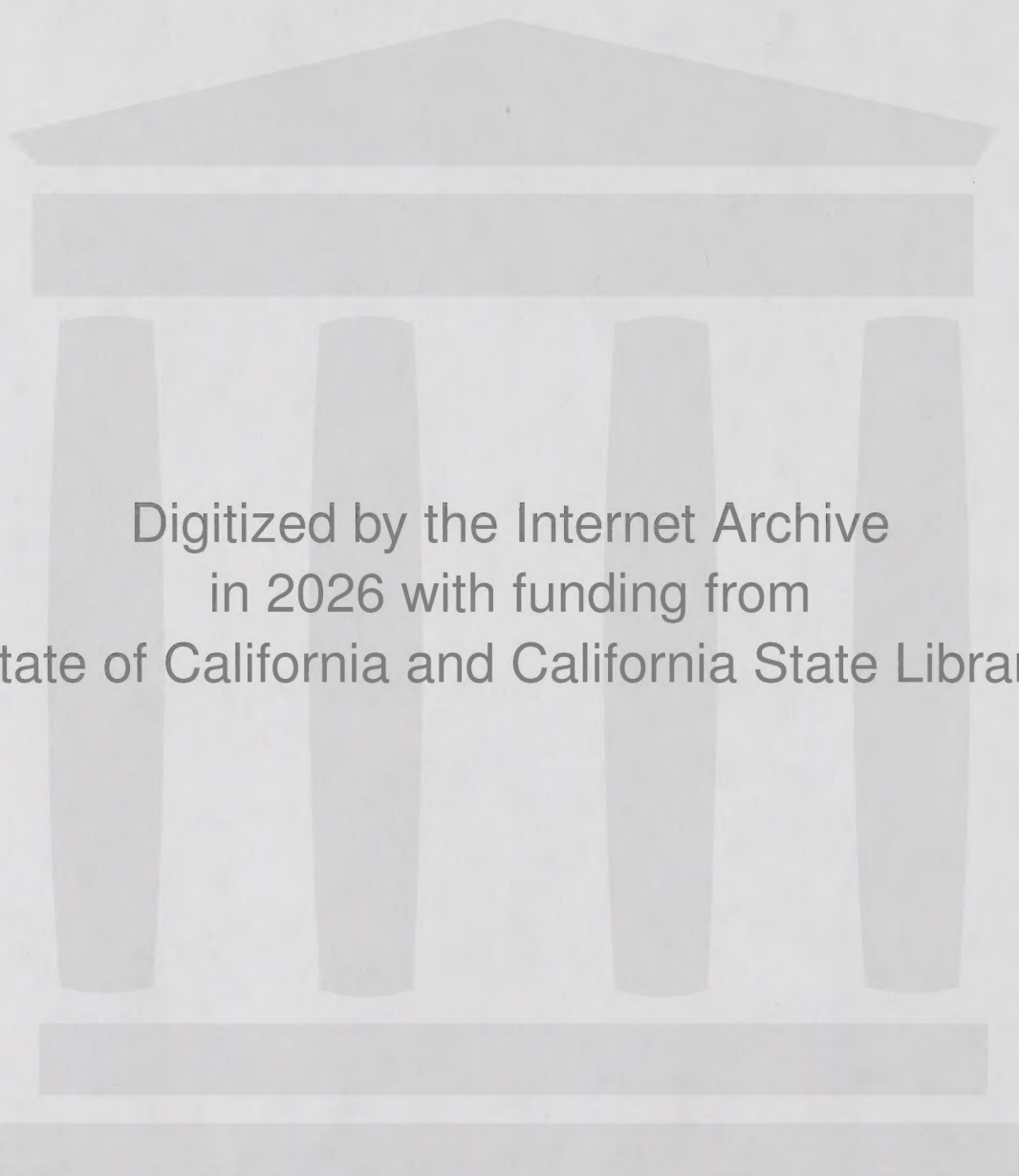
JANUARY 27, 1993

Land Use
Circulation
Open Space/Conservation
Safety
Noise
Housing
elements

INSTITUTE OF GOVERNMENT
STUDIES LIBRARY
JAN 3 2001

UNIVERSITY OF CALIFORNIA

City of Mt. Shasta
305 North Mt. Shasta Boulevard
Mt. Shasta, California 96067
916 - 926 - 3464



Digitized by the Internet Archive
in 2026 with funding from
State of California and California State Library

<https://archive.org/details/C124923474>

RESOLUTION NO. CCR-98-35

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MT. SHASTA APPROVING A NEGATIVE DECLARATION AND AMENDMENT TO THE LAND USE ELEMENT OF THE CITY OF MT. SHASTA'S GENERAL PLAN PROJECT 97-40

WHEREAS, the General Plan was adopted on January 27, 1993; and

WHEREAS, a number of technical mapping errors have been identified in the Land Use Element of the General Plan; and

WHEREAS, the technical errors resulted in an unintentional conflict between the existing zone district and the newly adopted General Plan; and

WHEREAS, the Planning Commission reviewed the potential environmental from the proposed changes on April 21, 1998, and recommended that the City Council adopt a Negative Declaration of Environmental Effect; and

WHEREAS, the Planning Commission reviewed the proposed changes on April 21, 1998, and recommended that the City Council amend the General Plan to reflect the proposed changes.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. That the City Council hereby adopts a Negative Declaration of Environmental Effect based on the Initial Study and discussion reviewed as a part of the Staff Report presented on April 21, 1998 and May 11, 1998.
2. That the City Council hereby amends the Land Use Element of the General Plan, based on the Planning Commission Staff Report presented on April 21, 1998 and May 11, 1998, to reflect the following changes:

Existing and Proposed General Plan Designations

APN	Existing Designation	Proposed Designation
057-142-090	General Residential	Community Residential
057-391-090	General Residential	Community Residential
057-551-660	General Residential	Community Residential
057-581-190	General Residential	Employment Center
057-581-260	General Residential	Employment Center
057-581-340	General Residential	Employment Center
057-581-350	General Residential	Employment Center
057-581-360	General Residential	Employment Center
057-582-200	General Residential	Commercial Center
057-595-010	General Residential	Community Residential
057-595-020	General Residential	Community Residential
057-595-030	General Residential	Community Residential
057-595-170	General Residential	Community Residential
057-595-500	General Residential	Community Residential
057-595-510	General Residential	Community Residential
057-595-390	General Residential	Community Residential
057-595-400	General Residential	Community Residential
057-596-010	General Residential	Community Residential
057-596-080	General Residential	Community Residential
057-631-070	General Residential	Community Residential
057-670-ALL	General Residential	Community Residential
057-700-ALL	General Residential	Community Residential

ROLL CALL VOTE:

AYES: Council Members Melo, Apperson, and Mayor Gibson

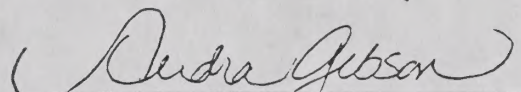
NOES: None

ABSENT: None

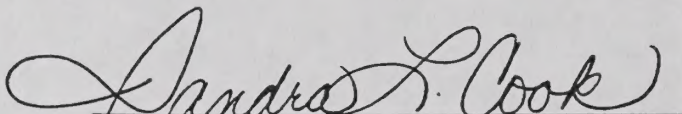
ABSTAIN: Council Members Bennetts and Brooks

DATED: May 11, 1998

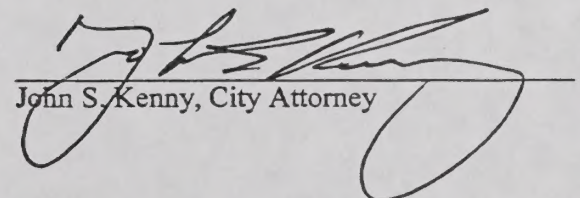
CITY OF MT. SHASTA


Audra Gibson, Mayor

ATTEST:


Sandra L. Cook, Deputy City Clerk

APPROVED AS TO FORM:


John S. Kenny, City Attorney

City of Mt. Shasta
GENERAL PLAN
Land Use, Circulation, Open Space and Conservation,
Safety, Housing and Noise Elements

January 27, 1993
Housing Element adopted separately

City Council
Russ Porterfield MAYOR
Norman Dettman MAYOR PRO TEMPORE
Ned Boss
Louie Melo
Gerald White

Planning Commission
Gordon S. Bond CHAIR
Chris Meyer VICE-CHAIR
Orbell Apperson, Jr.
Rick Bennetts
George Bourke
Doug Cole
John Guill

City Staff
Al Meneni CITY ADMINISTRATOR
Cynthia Smith CITY PLANNER
Chuck Turk BUILDING OFFICIAL

Legal Counsel for the City of Mt. Shasta General Plan
Balfrey and Abbott • Attorneys at Law
1801 I Street
Sacramento, California 95814

Consultant for preparation of the revised General Plan
The Company of Eric Jay Toll AICP Inc.
1050 East William • Suite 407
Carson City, Nevada 89701
702 . 883 . 3987

IN ASSOCIATION WITH
Dennis Dickman and Associates • Mokelumne Hill, California
Barnard C. Johnson Traffic Engineering • San Francisco, California
Brown-Buntin Associates • Roseville, California
Geotechnical Research and Development • Sutter Creek, California

© 1993, City of Mt. Shasta, California

City of Mt. Shasta General Plan

January 27, 1993

Page i

Table of contents

Table of Contents

Table of Contents	i
Figures	vii
Tables	viii
Explanations, notations, and terms	viii
I. Introduction	1
A. General Plans and the future of Mt. Shasta	1
B. The City of Mt. Shasta	1
C. The role of the General Plan in the future of the area	3
D. The Mt. Shasta General Plan	4
1. Public participation	4
2. Organization	6
E. General plan scope	8
1. The City Limits	8
2. Planning Area	9
3. The Sphere of Influence	9
F. Planning Time Horizon	12
1. Amending the General Plan	12
2. Assumptions	12
G. Implementation of the plan	12
II. Issues and administration	15
A. Planning opinion survey	15
B. General Plan mission	16
1. General Plan summary	16
2. General Plan statement of mission	16
C. Plan administration	17
1. General Plan summary	17
2. General Plan objectives and programs	18
III. Land Use element	21
A. Land Use and Mt. Shasta	21
1. General Plan Requirements	21
2. Land Use in Mt. Shasta	21
B. Overall growth and annexation	22
1. General Plan summary	22
2. General plan objectives and programs	23
C. Types of land uses	24
D. Legally existing, non-conforming land uses	27
1. General Plan summary	27
a. Defining a "grandfathered" land use	27
b. Non-conforming uses in general	28
c. Commercially zoned non-conforming uses in the unincorporated Planning Area	28
2. General Plan objectives and programs	29

**City of Mt. Shasta
General Plan**

January 27, 1993

Page ii

Table of contents

E.	Siting land use	30
1.	Establishing criteria	31
2.	Land use standards	31
3.	Population density and building intensity	41
F.	Resource Land Use	45
1.	General Plan summary	45
2.	Siting criteria	45
G.	Residential Land Use	46
1.	General Plan summary	46
a.	Community Residential development	47
b.	General Residential development	47
c.	Rural Residential development	48
2.	Residential lands siting criteria	48
a.	Population density and building intensity	48
b.	Density transfer	48
3.	General Plan objectives and programs	49
H.	Commercial Center land use	50
1.	Summary	50
a.	Central Business District — Downtown	50
b.	North and South Mt. Shasta Blvd.	50
c.	West Lake Street	51
d.	Other Commercial Development	51
2.	Siting criteria	51
a.	Location, location, location	51
b.	Classifying commercial uses	53
3.	General Plan objectives and programs	54
I.	Employment Center lands	55
1.	Summary	55
2.	Siting criteria	55
3.	General plan objectives and programs	58
J.	Public Facilities and Services	59
1.	General Plan summary	59
a.	Fire Protection	59
b.	Police Protection	61
c.	Schools	61
d.	Parks and Recreation	62
e.	Medical Facilities	62
f.	Solid Waste Management	62
g.	Liquid Waste Management	63
h.	Local Government	64
2.	General Plan objectives and programs	64
IV.	Traffic and circulation element	69
A.	Traffic, circulation and transportation	69

City of Mt. Shasta General Plan

January 27, 1993

Page iii

Table of contents

B.	General Plan summary	69
1.	Streets and highways	69
2.	Terms used in this element	74
3.	Level of service	75
4.	General Plan objectives and programs	76
C.	Circulation standards and new roads	79
1.	General Plan summary	79
2.	General Plan objectives and programs	81
D.	Parking	82
1.	General Plan summary	82
2.	General Plan objectives and programs	83
E.	Transit, Rail and Air Transportation	83
1.	General Plan summary	83
a.	Public Transit	83
b.	Rail Service	83
c.	Air Transportation	84
2.	General Plan objectives and programs	84
F.	Bicycle and pedestrian circulation	84
1.	General Plan summary	84
2.	General Plan objectives and programs	85
G.	Utilities	86
1.	General Plan summary	86
a.	Water	86
b.	Sewage Disposal	86
c.	Storm Drainage	87
d.	Electricity	87
e.	Telephone	87
f.	Storm water drainage	87
g.	Other Utilities	88
H.	General Plan objectives and programs	88
V.	Open space and Conservation element	89
A.	Conservation of Natural Resources	90
1.	General Plan summary	90
a.	Wildlife	90
b.	Fisheries	91
c.	Water resources	91
d.	Wetlands	92
e.	Acquisition of open space lands	93
2.	General Plan objectives and programs	95
B.	Managed Production of Resources	97
1.	General Plan summary	97
a.	Forest Lands	97
b.	Agricultural and Range Lands	99
c.	Mineral resources	100
2.	General Plan objectives and programs	100

City of Mt. Shasta General Plan

January 27, 1993

Page iv

Table of contents

C.	Parks and recreation	102
1.	General Plan summary	102
a.	Scenic Areas	102
b.	Cultural and Historical Areas	102
c.	Parks and Recreation	103
2.	General Plan objectives and programs	105
D.	Public Health and Safety	107
1.	General Plan summary	107
a.	Seismic hazards	107
b.	Slope Instability	107
c.	Fire Hazards	107
d.	Flood Plains	107
e.	Water quality	108
f.	Air Quality	108
2.	General Plan objectives and programs	109
VI.	Safety element	113
A.	Introduction	113
B.	Flooding Hazards	113
1.	General Plan summary	113
2.	General Plan objectives and programs	115
C.	Geologic Hazards	115
1.	General Plan summary	115
a.	Seismicity	116
b.	Slope Instability and Subsidence	116
c.	Volcanic Hazards	117
d.	Liquefaction	120
2.	General Plan objectives and programs	120
D.	Fire Hazards	121
1.	General Plan summary	121
a.	Wildland Fires	121
b.	Structural Fires	122
c.	Fire management and prevention issues	122
2.	General Plan objectives and programs	123
E.	Hazardous Materials	124
1.	General Plan summary	124
2.	General Plan objectives and programs	124
F.	Evacuation and Related Infrastructure	125
1.	General Plan summary	125
a.	Evacuation and Emergency Response	125
b.	Related Infrastructure	126
2.	General Plan objectives and programs	126

City of Mt. Shasta General Plan

January 27, 1993

Page v

Table of contents

VII.	Noise Element	127
A.	General Plan summary	127
1.	Roadway noise	127
2.	Railroad noise	133
3.	Fixed noise sources	135
a.	North side commercial area	137
b.	South Ream commercial area	137
c.	South commercial and industrial area	137
d.	Sousa Redi-Mix	138
4.	Community noise survey	138
B.	General Plan objectives and programs	143
VIII.	Housing Element	149
A.	Background	149
B.	Housing objectives, policies and programs	150
1.	Overall objectives	150
2.	Basic Construction Needs	151
3.	Affordable Housing	153
4.	Reduction of Government Constraints	154
5.	Housing Rehabilitation	155
6.	Adequate Site and Community Services	155
7.	Conservation of Affordable Housing	156
8.	Meeting Special Housing Needs	157
9.	Minimizing Energy Costs	158
10.	Providing for the Homeless	158
11.	Equal Opportunity in Housing	158
12.	Statutory Compliance and General Plan Consistency	159
13.	Public Participation	159
C.	Housing needs analysis	160
1.	Definition of Income Groups	160
2.	Basic Construction Needs	160
3.	Fulfillment of Regional Share Needs	161
4.	Cost of Housing and Ability to Pay	161
a.	Rental Housing Affordability	161
b.	Homeownership Affordability	162
5.	Rehabilitation Needs	164
6.	Overcrowding	164
7.	Special Housing Needs	165
a.	Senior Housing	165
b.	Large Families	165
c.	Farmworkers	166
d.	Female-headed and Single-Parent Families	166
e.	Homelessness	166
D.	Land inventory	167
1.	Governmental constraints	168
2.	Land Use Controls	168
3.	Building Codes and Enforcement	170
4.	Site Improvements, Fees and Exactions	170

**City of Mt. Shasta
General Plan**

January 27, 1993

Page vi

Table of contents

E.	Non-governmental constraints	172
1.	Environmental Features	172
2.	Availability of Financing	172
3.	Land Cost	173
4.	Construction Costs	173
5.	Energy conservation	173
F.	Review of previous housing element	174
G.	Housing conservation	177
H.	Preservation of assisted housing	177
1.	Assisted Units At-Risk of Conversion	178
2.	Estimated total cost of producing new rental housing that is comparable in size and rent levels to replace the units that could change from low-income use, and estimated cost of preserving the existing assisted units	179
a.	Estimated cost of replacing the existing units — new construction	179
b.	Estimated cost of preserving the existing units — acquisition	179
c.	Estimated cost of preserving the existing units, rehabilitation, and/or conservation	180
3.	Public and nonprofit corporations known to the City that have legal and managerial capacity to acquire and manage housing developments	180
4.	Identify and consideration of the use of federal, state and local financing, for preservation of assisted units	180
a.	Federal Funds	180
b.	Local Funding Sources	181
5.	Housing Programs	181
6.	Timeliness	182
7.	Quantified Objectives	182
8.	List of Subsidized Projects Identified as Potential At-Risk	183
9.	Process Used And Persons Contacted to Determine the Status of Units	184
a.	Processed used in determination	184
b.	Persons contacted	185
I.	Discrimination in housing	185

City of Mt. Shasta General Plan

January 27, 1993

Page vii

Table of contents

Figures

Figure 1	Population and projections 1990-2010	1
Figure 2	Siskiyou County in California	2
Figure 3	Siskiyou County	3
Figure 4	Planning Area map	10
Figure 5	Sphere of Influence	11
Figure 6	Master land use classification map: City and Planning Area	32
Figure 7	Key to detail land use maps	33
Figure 8	Northwest area — Map 1 of 7 detail maps	34
Figure 9	Northcentral area — Map 2 of 7 detail maps	35
Figure 10	Central west area — Map 3 of 7 detail maps	36
Figure 11	Central area — Map 4 of 7 detail maps	37
Figure 12	Central east area — Map 5 of 7 detail maps	38
Figure 13	South central area — Map 6 of 7 detail maps	39
Figure 14	Southeast area — Map 7 of 7 detail maps	40
Figure 15	Employment trends, 1989-1992	57
Figure 16	Location of major public and publicly-oriented facilities	60
Figure 17	Street and highway classifications	80
Figure 18	Areas that have been identified with wetlands potential	94
Figure 19	Open Space lands	98
Figure 20	Identified Planning Area flood hazards	114
Figure 21	Predicted mud flow channels (Source: Crandell and Nichols, 1987)	118
Figure 22	Low-lying areas and volcanic flowage features	119
Figure 23	Traffic noise contours	129
Figure 24	Noise Monitoring Sites	131
Figure 25	Distance to 60 dB L_{dn} Contour	132
Figure 26	Hourly train operation noise levels	134
Figure 27	Railroad noise contours	136
Figure 28	Hourly noise levels	140
Figure 29	Hourly noise levels, continued • Short term community noise measurements	141
Figure 30	Short term community noise measurement, continued	142

City of Mt. Shasta General Plan

January 27, 1993

Page viii

Table of contents

Tables

Table A	General Plan and Environmental Impact Report Chronology	5
Table B	Element Prefix	8
Table C	General Plan mission	16
Table D	Land Use Summary (acres)	21
Table E	Population Density and Building Intensity	41
Table F	Employment trends, 1989-1992	56
Table G	Current and Future traffic volume and level of service	72
Table H	Definitions for the Traffic and Circulation element	74
Table I	Segment Level of Service	76
Table J	Ten Percent Thresholds in Average Daily Traffic	77
Table K	Street standards	81
Table L	Existing park and recreation lands	104
Table M	Open Space Action Plan	110
Table N	Noise contour data	128
Table O	Roadway noise predictions — Actual	130
Table P	SPRR Railroad noise measurement results	133
Table Q	Approximate distance to railroad noise contours	135
Table R	Summary of measured noise levels and estimated day-night levels (L_{DN})	139
Table S	Noise level performance standards for new projects affected by or including non-transportation sources	145
Table T	Acoustical analysis standards	146
Table U	Maximum allowable noise exposure	146
Table V	Mount Shasta Growth Trends	152
Table W	Distribution of income	160
Table X	Regional Fair Share Housing - 1991-1997	161
Table Y	Housing Unit Construction goals	161
Table Z	1990 and 1991 Housing sales	163
Table AA	Quantified objectives	182
Table BB	Regional Fair Share Housing - 1991-1997	183
Table CC	Housing Unit Goals - 1993-1997	183

Explanations, notations, and terms

Explanation 1:	Findings, goals, policies, and implementation measures	7
Explanation 2:	The meaning of timeframes in the General Plan	8
Explanation 3:	Legally existing non-conforming land uses (grandfathering)	27
Explanation 4:	Building footprint and lot coverage	31
Explanation 5:	Excess capacity	52
Explanation 6:	Conditional use permits	53
Explanation 7:	Classifications of roads, streets, and highways	70
Explanation 8:	Couplet	71
Explanation 9:	Peak hour	75
Explanation 10:	In-lieu fees	82
Explanation 11:	Open Space Easement Act of 1974	90
Explanation 12:	Wetlands	92
Explanation 13:	Quimby Act	105

Page ix

Table of contents

..... 122
..... 128

**City of Mt. Shasta
General Plan**

January 27, 1993

Page x

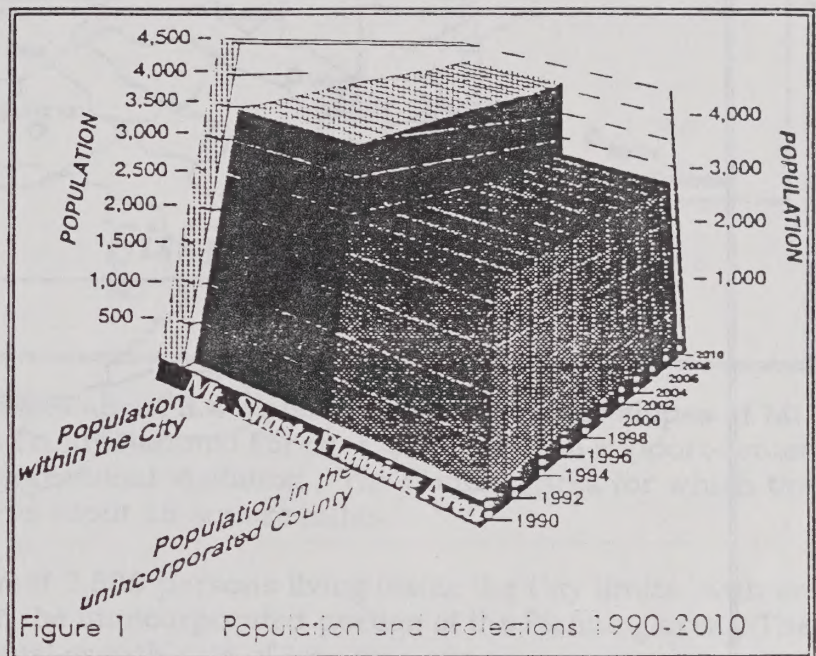
Summary and components of the Environmental Impact Report

I. Introduction

A. General Plans and the future of Mt. Shasta

The General Plan represents the blueprint for tomorrow. It provides a system establishing the locations for land use in the Mt. Shasta area. The General Plan constitutes comprehensive written policies providing performance standards and guidance for land use decisions by the Planning Commission and City Council. It provides information to buyers and sellers of real estate showing not only future land uses, but the location of future roads, changes in density for existing neighborhoods, and the criteria by which land use changes may be judged.

Most critically, the General Plan creates the rules applicable to all land use decisions. It installs a program of implementation measures that is designed to show in writing, how the City will review public and private proposals in the area.



B. The City of Mt. Shasta

The City of Mt. Shasta is located about fifty miles north of Redding. The City lies just south of the divide between the upper Sacramento and Klamath River drainages in southern Siskiyou County, about 30 miles south of Yreka, the Siskiyou County seat.

City of Mt. Shasta General Plan

January 27, 1993

Page 2 of 185 pages

Introduction

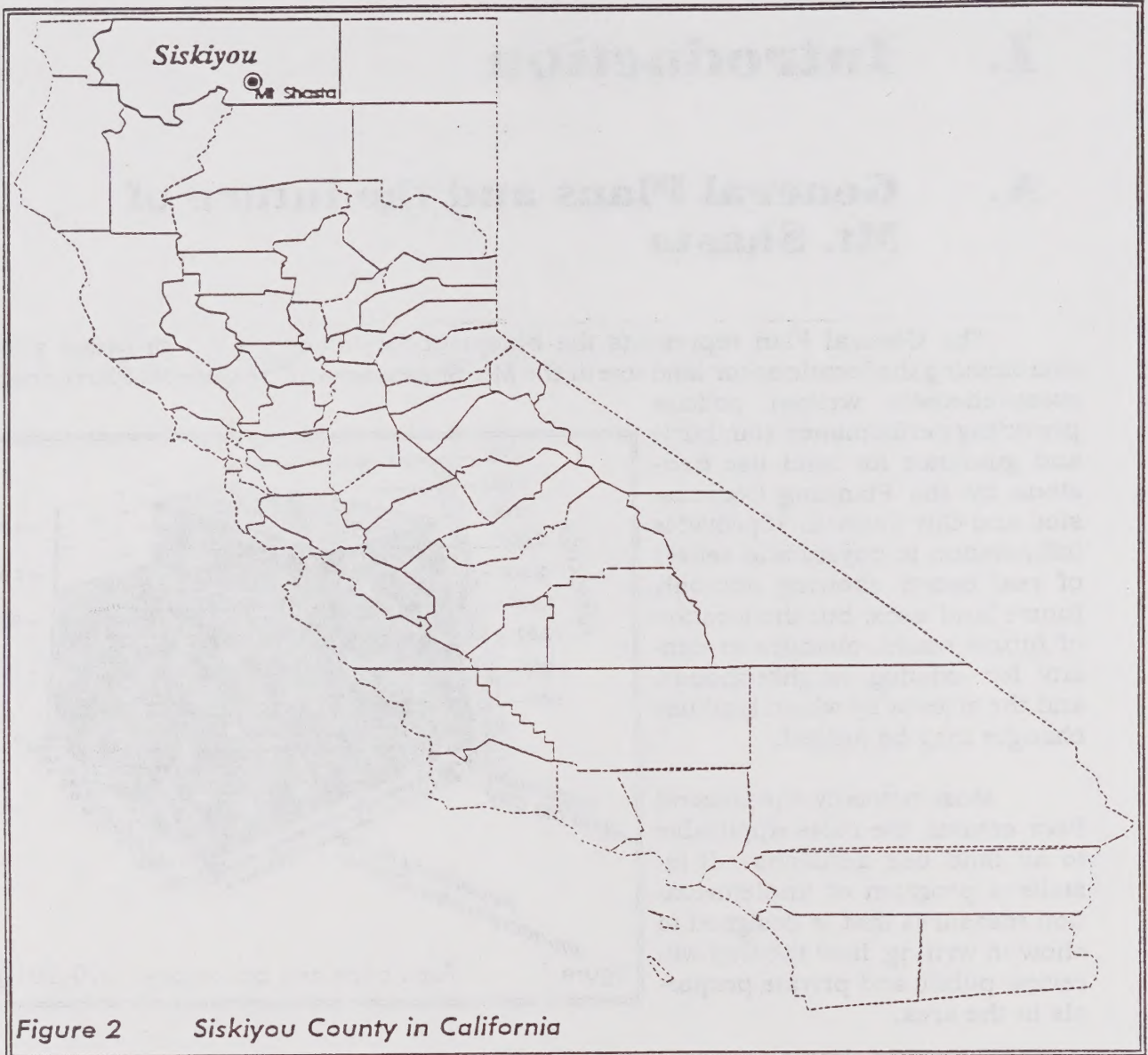


Figure 2 Siskiyou County in California

The Siskiyou County economy is primarily dependent on timber, agriculture, recreation, and travel. Over sixty percent of the County is in public ownership, lands that are predominantly National Forest. Most of the remaining lands are in agricultural use. Situated in a generally mountainous area north of the Central Valley, the County is subject to warm summers and often cold winter conditions. The Mt. Shasta area is the major gateway to major northern California summer and winter recreation areas. It is an area that attracts outdoors enthusiasts with its fishing, hunting, camping, hiking, and skiing.

The City of Mt. Shasta is located at the junction of Interstate 5 (I-5) and State Highway 89. I-5 bisects the Mt. Shasta Area, while Highway 89 passes through its southern

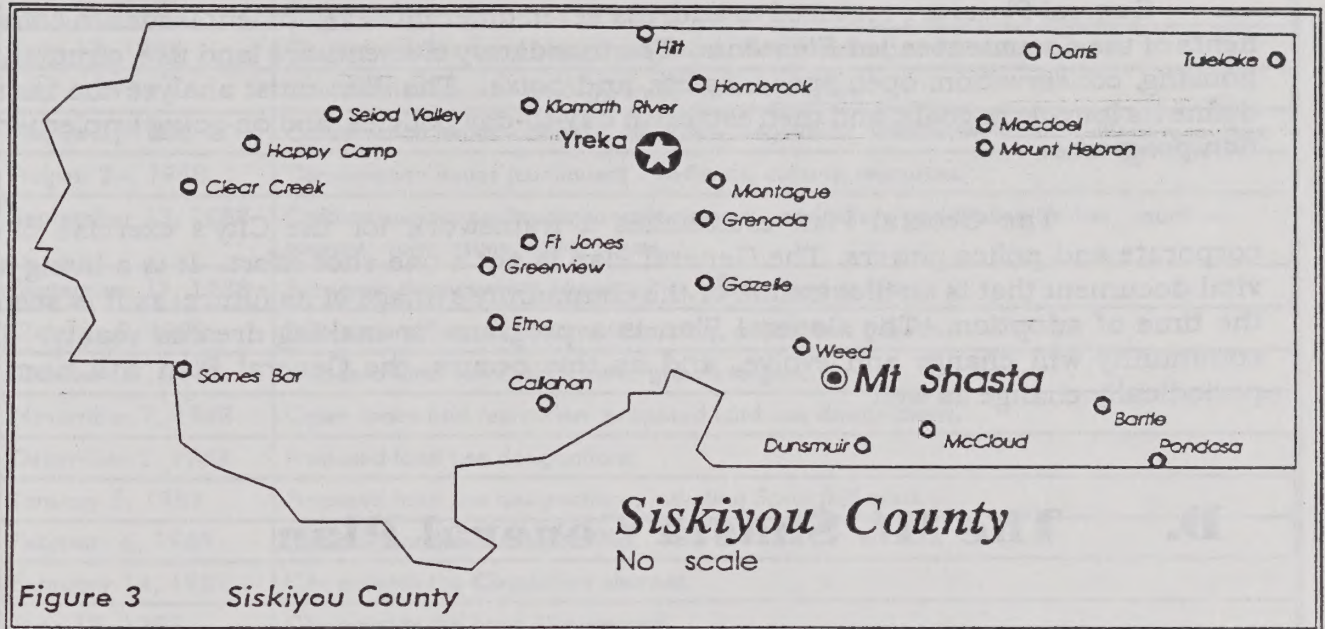
City of Mt. Shasta General Plan

January 27, 1993

Page 3 of 185 pages

Introduction

extreme. Other southern Siskiyou County towns located near Mt. Shasta include Weed, Dunsmuir, and McCloud. Due to its central location within the south County, Mt. Shasta's role is becoming more firmly established as the commercial, service, and government center for this area.



The City currently encompasses about 3.4 square miles of the lower slopes of Mt. Shasta. Surrounded by the Shasta-Trinity National Forest, the City serves a support-center function for summer and winter recreational visitation. The Planning Area for which the General Plan is also prepared covers about 25 square miles.

Mt. Shasta has a population of 3,539 persons living inside the City limits, with an additional 2,300 people residing in the unincorporated portion of the Planning area. The City has experienced a nominal actual growth rate of less than two percent per year. The growth rate during the Planning Period is projected at 2¼ percent per year. Figure 1 shows a graphic representation of the growth rate for the City and Planning Area.

C. The role of the General Plan in the future of the area

Since the late 1950s, the State of California has placed an emphasis on the need for local government to look ahead and plan for meeting the needs of tomorrow's residents. Over the past three decades, this vision has evolved into a complex set of regulations that

City of Mt. Shasta General Plan

January 27, 1993

Page 4 of 185 pages

Introduction

requires each city and county to adopt a document called the *General Plan*. This official local policy program is required to be a comprehensive look at community development programs over the long-term. The General Plan is intended to act as a constitution for development. More importantly, the Plan represents the dreams, hopes, and visions of the City, its residents, and those from the area immediately surrounding Mt. Shasta.

General Plans are required to address seven different development issues in components of the document called *Elements*. The mandatory elements are land use, circulation, housing, conservation, open space, safety, and noise. The Plan must analyze the issues, define its long-term goals, and then establish day-to-day policies, and on-going implementation programs.

The General Plan establishes a framework for the City's exercise of its corporate and police powers. The General Plan is not a one-shot effort. It is a living and vital document that is an illustration of the community's image of its future, as it is seen at the time of adoption. The General Plan is a program for making dreams reality. The community will change and evolve, and as this occurs, the General Plan will need to periodically change as well.

D. The Mt. Shasta General Plan

1. Public participation

Prior to the 1992 revision, Mt. Shasta's General Plan consisted of a collection of documents evolving from the City's 1963 General Plan (Land Use and Circulation Elements). As a result of additions to California requirements, the General Plan was amended in 1975 to add the Conservation, Open Space, Noise and Safety Elements. The Land Use Element was revised in 1980, and a revised Housing Element was adopted in 1990. The Circulation Element was revised in 1987. Each of these revisions was, however, a stand-alone effort, and the General Plan had not, until this time, been subjected to a comprehensive revision.

In 1988, the City initiated a comprehensive General Plan revision, initially encompassing the Land Use, Conservation, Open Space, Safety and Noise Elements. The City later expanded the Plan to include all of the mandatory General Plan elements. A series of public Planning Commission workshops were held encouraging public participation. These workshops covered the range of issues addressed in the General Plan.

City of Mt. Shasta General Plan

January 27, 1993

Page 5 of 185 pages

Introduction

Table A **General Plan and Environmental Impact Report Chronology**

Workshop Date	Subject
May 2, 1988	General Plan purpose and goals, public participation, Planning Area, planning and environmental issue identification.
June 6, 1988	Planning Area, work program, public opinion survey.
June 13, 1988	City amends the Land Use, Open Space, Conservation, and Noise elements
July 7, 1988	Conservation issues - geology, soils, water resources.
August 1, 1988	Conservation issues - climate, air quality, vegetation, wildlife, wetlands, cultural resources.
August 24, 1988	Conservation issues (continued) - wetlands, cultural resources.
September 13, 1988	Opinion survey results; conservation issues - agriculture and timber, utilities; visual resources; noise issues; safety issues.
September 27, 1988	Economic development opportunities, utilities and services.
October 3, 1988	Existing land use, development capacity, population growth.
October 27, 1988	Proposed land use designations, growth targets.
November 7, 1988	Open space and recreation, proposed land use designations.
December 5, 1988	Proposed land use designations.
January 5, 1989	Proposed land use designations, including Springhill area.
February 6, 1989	Proposed land use designations.
February 14, 1989	City amends the Circulation element.
June 12, 1989	City amends the Land Use element.
August 1, 1989	Housing Element, Preliminary Land Use Map.
August 17, 1989	Preliminary Land Use Map, Circulation Element.
September 12, 1989	General land use and development issues, Circulation Element.
August 1990	Planning Commission/City Council workshop
September 1990	Planning Commission Workshop on Land Use
December 1990	Housing Element Adoption
February, 1992	Distribution of the Notice of Preparation for the revised EIR.
March 28, 1992	Presentation of the proposed Draft General Plan
April 29, 1992	Public comments to the Planning Commission concerning the Draft Plan.
July 6, 1992	Revised Draft General Plan and Draft Environmental Impact Report released for public review
July-August, 1992	Planning Commission public hearings to accept testimony from the public. Comment period runs from July 6, 1992 through August 21, 1992.
August-September, 1992	Planning Commission reviews comments and letters, discusses its recommendations and changes, and directs changes be made to the General Plan. Commission adopts Draft General Plan for the City Council's review.
October 28, 1992	City Council workshop to review the Administrative Final General Plan.

City of Mt. Shasta General Plan

January 27, 1993

Page 6 of 185 pages

Introduction

Workshop Date	Subject
November 18, 1992	City Council holds public hearing on changes proposed by the Planning Commission, discusses its direction for the Final General Plan and directs that the Final General Plan and Final EIR be prepared to reflect the Council changes.
December 16, 1992	Final EIR before Council for certification, Final General Plan before Council for adoption.
January 12, 1993	City Council rescinds actions certifying EIR and adopting General Plan in order to revise the written findings incorporated into the City's resolution certifying the EIR. The Final Environmental Impact Report is incorporated in the December 16, 1993 version of the General Plan.
January 12, 1993	City Council enacts urgency ordinance concerning implementation of the General Plan.
January 27, 1993	Council adopts resolutions certifying the Environmental Impact Report and adopting revised findings stating reasons for its actions. Council adopts General Plan. Copies of the Final Environmental Impact Report are separated from the General Plan following adoption and are available separately from the City.

Preparing a General Plan must involve the participation of a wide range of people, public and private agencies. Notice of the City's General Plan revision process was provided to agencies, utilities, transportation companies, and special districts with jurisdiction or interests in the Mt. Shasta area. Many agencies and individuals were invited to provide input throughout the process.

In addition to the workshop process, the City made a significant effort to solicit public input on planning-related issues. A Planning Opinion Survey was distributed city-wide, generating a 40% return. The responses were significant, though sometimes conflicting, information. The results of this survey are briefly discussed in Section II.A. The survey form and numerical results are shown in the public record for the General Plan.

2. Organization

The Mt. Shasta General Plan is the consolidation of the seven mandatory General Plan elements: Conservation, Circulation, Housing, Land Use, Noise, Open Space, and Safety. The organization of the General Plan closely follows the requirements established in California Law and the General Plan Guidelines published by the Governor's Office of Planning and Research.¹ The Housing Element, which was adopted in 1990, is being updated separately and will be reviewed separately from the other six elements.

Each of the General Plan elements consists first of a summary of the reasons why the goals, policies, and implementing programs were prepared. This background information is called a *finding* (Refer to the definitions used for this General Plan that are shown

¹/Governor's Office of Planning and Research, State of California General Plan Guidelines (North Highlands, CA: State of California Printing Office, November, 1990).

City of Mt. Shasta General Plan

January 27, 1993

Page 7 of 185 pages

Introduction

in Explanation 1 on page 7). These findings are based largely on information presented in a database that was developed for the General Plan and published separately.

Explanation 1: Findings, goals, policies, and implementation measures

General Plan summary as used in the Mt. Shasta General Plan represent a summarized statement of available findings, facts, evidence, and other information selected by the City as a basis for establishing General Plan objectives and programs.

Goals as used in the General Plan represent the long-term objectives to be achieved over the life of the General Plan. If the community were to have a party in 20 years to celebrate the Plans' anniversary and looked back to see what was accomplished, they would measure the achievement of the goals.

Policies as used in the Plan represent the direction of the City Council to the Planning Commission and Staff as to how the goals will be achieved. Commonly, people hear the term "policy" when they request a permit and are told that they can or can't do something because of a "policy."

Implementation measures in this Plan are the specific actions that establish how a policy is carried out on a day-to-day basis. Some measures are *time specific*, in that the action must be completed by a certain time or on an ongoing basis. Others are *quantifiable*, setting a number or threshold by which it can be measured.

After the findings comes the section called the *General Plan objectives and programs*. This section incorporates the direction of the City Council and Planning Commission to achieve the Plan. It leads with the General Plan *goals*. Goals are statements as to what is to be achieved over the life of the Plan.

To better define the goals, the Plan includes *policy* direction. The policies are supported by programs that provide specific instructions towards the interpretation of the policy or how the General Plan is carried out on a day-by-day basis. These instructions are called *implementation measures*.

Even though the General Plan is published as one complete document, it can be amended.

Policies may be added or deleted. In order to maintain a cohesive numbering without requiring that the entire General Plan be amended if a policy is added to one of the Elements, General Plan policies are labeled with a prefix that denotes in which of the Elements the policy is found. The list of prefixes is shown in Table B on page 8. If a policy is labeled LU-1, this is the first policy in the Land Use element. If the Plan is amended so that a new policy LU-4 were added to policies LU-1 through LU-6, the amendment would also need to renumber LU-4 through LU-6 to become LU-5 through LU-7.

The organization of the Mt. Shasta General Plan corresponds directly to the seven required General Plan elements. This document combines Open Space and Conservation elements into one Element. The Housing Element was adopted in 1990 and is being updated for approval later in 1992. The Draft General Plan document dated July 1, 1992, contains the Elements Land Use, Circulation, Safety, Noise, Open Space and Conservation, and a chapter addressing Plan Administration. Sometimes the nature of the Plan and the rigid division of element issues results in similar policies or topics being addressed in more

City of Mt. Shasta General Plan

January 27, 1993

Page 8 of 185 pages

Introduction

than one element. for the most part this version directs redundant issues into only one element with a cross reference to the other Element's requirement.

When a General Plan is adopted, each component is of equal weight in the Plan. This means that one cannot state that the Land Use element is more important than the Open Space and Conservation element. This equal weighting of each element's importance is required by State law. The term that is generated by this integral component of the law is referred to as the *internal consistency* requirement.

Part of the internal consistency requirement is the need for a *correlation* — a direct relationship — between the Land Use and Circulation elements. For example, the Land Use Element may not allow develop-

Table B Element Prefix

Prefix	Refers to
PA	Plan Administration
LU	Land Use Element
CI	Circulation Element
HG	Housing Element
OC	Open Space Element and Conservation Element
SF	Safety Element
NZ	Noise Element

Explanation 2: The meaning of timeframes in the General Plan

In the Mt. Shasta General Plan, timeframes are expressed as components of the planning horizon. The *short-term planning period* covers the time from adoption through the fifth anniversary of the Plan's adoption.

The *intermediate-term planning period* is years five through ten and the *long-term planning period* is from year ten through the end of the twenty-year planning horizon.

The City has the option during its annual reviews to shift implementation from one planning period to another as a result of changing priorities, available personnel, or budget constraints.

ment in an area when there are not provisions for an adequate road system to serve the area identified in the Circulation Element.

E. General plan scope

1. The City Limits

The central focus of General Plan policies is on the lands over which the City of Mt. Shasta has legal and procedural control — its City limits. The incorporated area of the community represents the boundaries of the City at the time the General Plan was

adopted. As annexations may occur in the future, the City limits are automatically increased to encompass the newly acquired territories and Planning Area land use classifications become City Land Use Classifications.

City of Mt. Shasta General Plan

January 27, 1993

Page 9 of 185 pages

Introduction

2. Planning Area

To comply with legal requirements, the General Plan must establish development policies for all of the area that is currently within the limits of Mt. Shasta. It must also address land development policies for the area outside its corporate limits, which the City Council determines have a relationship to Mt. Shasta's long-term growth and development. This total area comprises the Mt. Shasta Planning Area. A Planning Area can be defined as the area over which the City has no legal jurisdiction, but would like to express its positions to the County. The Planning Area incorporates unincorporated lands of which the development patterns, appearance, and types of land uses can have an effect on the City's abilities to provide services — even to areas of the County.

The Mt. Shasta Planning Area, shown on Figure 4 includes the present incorporated area of the City of Mt. Shasta as well as lands outside the City limits. The Planning Area includes most of the areas known historically as *Strawberry Valley*. It is generally defined by the crest of Rainbow Ridge on the west, Black Butte on the north, the Shasta-Trinity National Forest Boundary on the east and Box Canyon of the Sacramento River on the south.

3. The Sphere of Influence

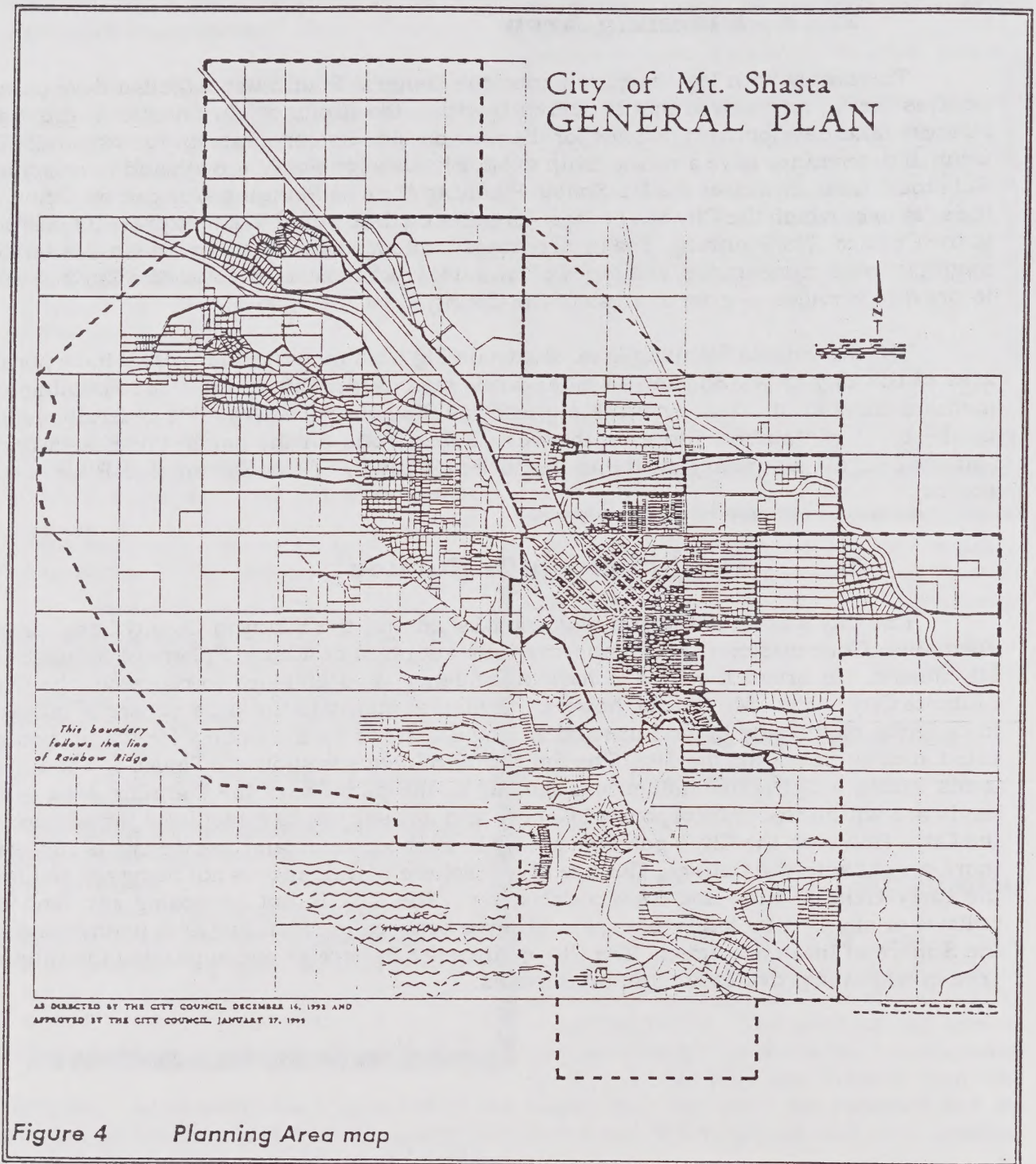
The City's existing General Plan established and the Siskiyou County Local Agency Formation Commission (LAFCo) approved the adoption of a large Sphere of Influence for Mt. Shasta. In broad theory, a Sphere of Influence is established to represent the City's ultimate City limits. Mt. Shasta, however, wanted to maintain the large Sphere of Influence in order to participate in land use and zoning decisions by the County for the unincorporated area surrounding the City. The Sphere of Influence is shown in Figure 5. Identifying lands within a Sphere of Influence is similar to the purpose of the Planning Area — the lands are within the unincorporated County and not subject to direct legal jurisdiction by the City. However, the City's potential ability to participate in land use decisions can carry more weight with the County. The size of the Sphere of Influence is not being revised from the early General Plan and LAFCo decisions. The City is not proposing any land use policies or changes for lands that are in the area between the Planning Area boundaries and the Sphere of Influence limits. The City defines the Sphere as encompassing the ultimate area in which it provides community services.

City of Mt. Shasta General Plan

January 27, 1993

Page 10 of 185 pages

Introduction

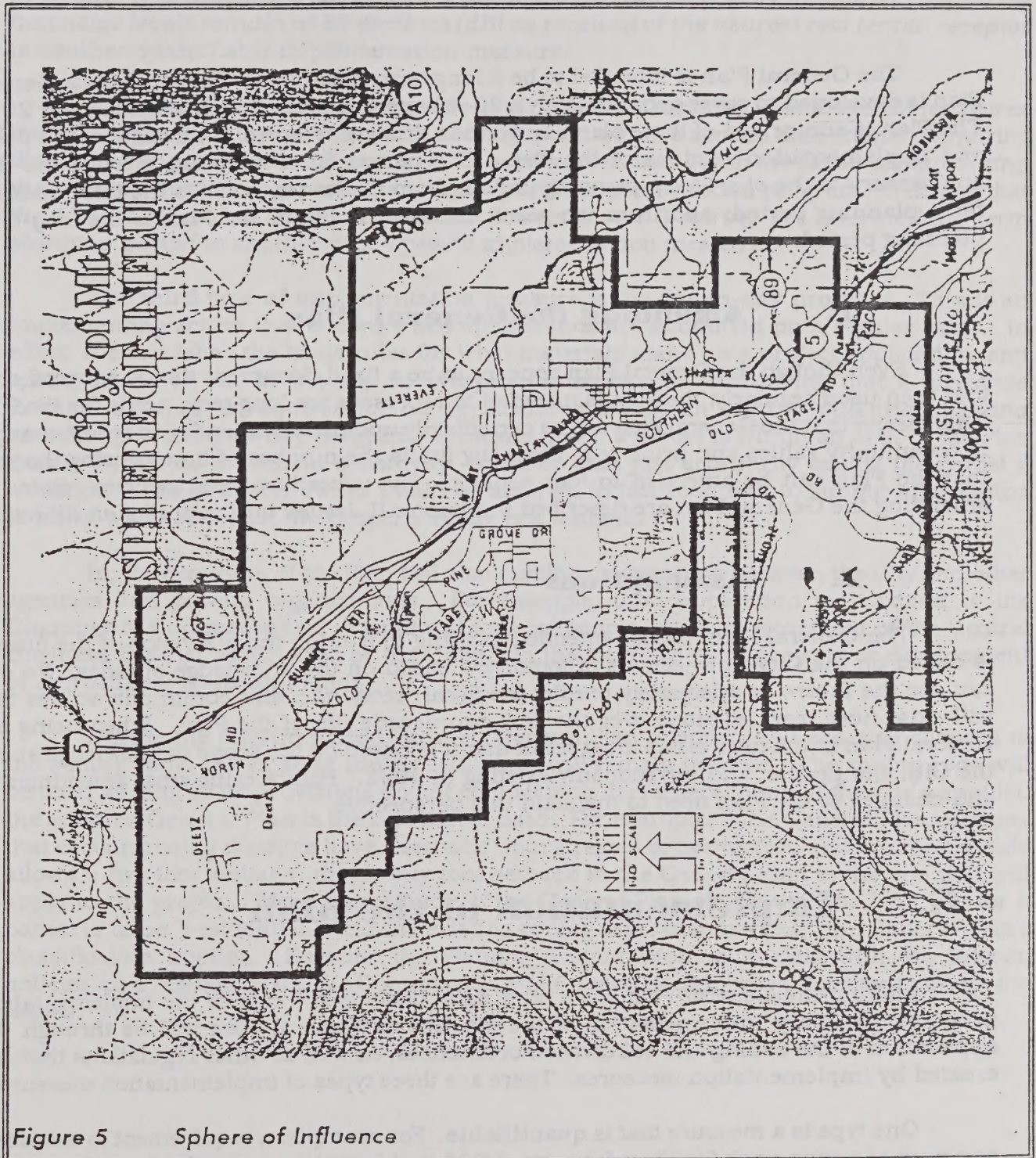


City of Mt. Shasta General Plan

January 27, 1993

Page 11 of 185 pages

Introduction



F. Planning Time Horizon

The General Plan is intended to be a long-term document. The Mt. Shasta General Plan is developed to cover approximately a 20-year period extending through the year 2010. The Plan is comprised of three planning periods that are referred to throughout the policy and implementation sections of the Plan. The period from adoption through the fifth anniversary is the *short-term* planning period; from five to ten years is the *intermediate-term* planning period; and from ten years through the life of the Plan is the *long-term* planning period.

1. Amending the General Plan

Even though the General Plan appears to be a fixed document that is adopted once and then used regularly, the Plan is intended to represent the long-term needs for the City. This means that the General Plan will be periodically updated or amended to reflect changes in community values and priorities. State law limits the number of times during the year that the Plan can be amended to four actions. The procedures and policies related to amending the General Plan are described in Chapter II, *Issues and overall plan direction*.

2. Assumptions

The General Plan, though intended to bring to fruition today's vision of the future, is based on the City's projections of tomorrow based on the knowledge of today. No one can see the future or adequately predict the fiscal, economic, and community values that will exist next year, let alone over the next two decade life of the Plan. When using the General Plan in the future, one must recall that it is based on the scope of knowledge about the City, the people, and the economy existing in 1992. Future criticisms, amendments, and changes to the Plan need to maintain this perspective.

G. Implementation of the plan

Making the General Plan work on a daily basis is the role of the implementation program. Primary implementation of the Mt. Shasta General Plan will be through the application of the zoning and subdivision ordinances, as well as other regulations that are created by implementation measures. There are three types of implementation measures.

One type is a measure that is **quantifiable**. For example, a requirement to establish *one acre of active park facilities for every 1,000 residents* is a quantifiable implementing

City of Mt. Shasta General Plan

January 27, 1993

Page 13 of 185 pages

Introduction

program. It establishes a number or a threshold that can be readily measured. Requiring that *noise levels remain at 65 decibels (dB) as received at the nearest residential receptor* is another quantifiable implementation measure.

The second type is a **time-specific** implementation measure. Time-specific measures indicate that a certain action must be accomplished within a certain time-frame. Requiring that the *zoning ordinance be amended to become consistent with the General Plan during the short-term planning period* is a time-specific implementation program. Defining that *the City shall widen Street X between Streets 1 and 3 during the intermediate-term planning period* is another time-specific implementation measure.

The third type of implementation measure is the **day-to-day** program. This is an implementing action that occurs when applications are submitted on a regular basis. In effect, it establishes the basic rules for what materials make up a project application, and spells the rules out in writing, so everyone understands. Identifying that a *wetlands delineation map is required for all applications within an area of potential wetland sensitivity* is a day-to-day program. It means that if a parcel is within an area of the Plan that is shown as a wetland sensitivity — rather than just arbitrarily calling the parcel a wetlands — the property owner would be allowed, in fact required, to submit information to show whether or not the property really is a wetland.

Implementation of the Plan will also result in cooperation between the City and other agencies and private organizations. For example, this cooperation may extend to the Chamber of Commerce and downtown business people in the improvement of the Central Business District (CBD) area or the County in the joint review of projects or development of recreational trails and lands.

During the interim period between General Plan adoption and enacting changes to the zoning code, the existing zoning ordinance will remain in force. The zoning code will be used as long as its provisions do not conflict with the General Plan. If there is a conflict, the adopted General Plan is the rule that is used. For example, if the General Plan requires that certain zoning districts have a setback from streams of twenty feet, and the zoning code allows a five foot setback, the twenty foot setback in the General Plan is the one that will apply to the project. More importantly, if the General Plan shows that the land use for a parcel is to be "residential," and the existing zoning says "commercial," the General Plan's classification applies. Because the Planning Commission must deal with the interim policies on a regular basis, the Commission and Council need to work together to adopt the issues.

City of Mt. Shasta General Plan

January 27, 1993

Page 14 of 185 pages

Introduction

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 15 of 185 pages

General Plan administration and general issues

II. Issues and administration

Issues, beliefs, and attitudes play a major part in defining the direction of the City's General Plan. Issues are the topics and various subtopics that area residents want to see addressed in the broad scope of the General Plan. Beliefs represent a compilation of the importance of an issue as seen by the people who comprise the area served by Mt. Shasta. Attitudes are a measure of to what extent the people in the Planning Area want to see the issues be addressed in the General Plan. The General Plan process focuses on identification of issues and attitudes through a combination of public opinion surveys, meetings, hearings, and workshops.

A. Planning opinion survey

When the General Plan revision process was initiated, the City determined it wanted to know the general beliefs of its residents and business people on measuring the importance of planning, environmental, and related issues. The Planning Commission developed a written survey form intended to learn these views through responses to the questions. The survey was not intended to provide comprehensive or definitive information on any particular issue but to give the City Council and Planning Commission a better understanding of their constituents' beliefs and attitudes.

Approximately 1,575 survey forms were mailed to Pacific Power and Light customers within the City in July, 1988. Newspaper, radio and television announcements were used to encourage residents to complete and return the surveys. A collection of volunteers called at every door in the City to pick up surveys, hand out extra forms and encourage their return. About 685 surveys were returned, representing forty percent of all forms mailed or handed out. A copy of the computer output and interpretation of the results is shown in Appendix B.

The statistical results of a survey may reflect community positions on issues. While the survey draws out people's opinions and ideas, a true measure of attitudes is not effective until the community sees how its leaders have interpreted the survey. This interpretation of results into concrete example is accomplished through preparation of the early versions or preliminary versions of the General Plan and its goals, policies, and implementing programs.

For Mt. Shasta, the statistical survey results led towards an interpretation that certain issues were important. In the early versions of the Plan, it became apparent that the implementation program proposed did not reflect the community's attitudes about how

City of Mt. Shasta General Plan

January 27, 1993

Page 16 of 185 pages

General Plan administration and general issues

beliefs should be accomplished. It is not uncommon for the beliefs to be incorrectly interpreted. Such actions resulted in implementing programs more strict than the community's attitudes supported. The Mt. Shasta public participation process resulted in a number of issues being interpreted this way in early versions of the Plan. Direction from the Planning Commission and City Council, after reviewing more than 150 letters in early 1992, resulted in the Draft General Plan being prepared with specific revision criteria.

The Planning Commission directed that the General Plan be prepared in a manner that was simple to implement, easy to understand, and avoided policies that could be interpreted as undermining development flexibility.

B. General Plan mission

1. General Plan summary

Making the General Plan work requires that the document focus on achieving a purpose or mission for the City. Listening, reading, and understanding the needs of the community provide the overall focus that every element, every goal, and every implementing program in the General Plan must achieve. Reviewing this material makes it clear that maintaining private property rights is a priority. Generating and providing opportunities for stable long-term employment is a priority. Both of these overall objectives, according to General Plan participants, need to be achieved while still maintaining a small town atmosphere and conserving the natural surroundings. The purpose of this section is to provide the General Plan with its statement of development objectives².

2. General Plan statement of mission

Table C

General Plan mission

The mission of the Mt. Shasta General Plan shall be to provide for enhanced economic growth through increased employment opportunities, systems of accommodating growth that provides a benefit to the community area, and protection of private property rights in balance with the public health, safety, and welfare.

²/Required by California Government Code §65302.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 17 of 185 pages

General Plan administration and general issues

C. Plan administration

1. General Plan summary

A General Plan is a long-term document that may be amended, reviewed, and revised as a means of satisfying the needs of the City over its life. While the General Plan is developed to serve Mt. Shasta and vicinity for a twenty year period, the needs, desires, and goals of the community can change. In order to ensure that the Plan is carried out in an effective and efficient manner, a number of policies and implementing programs are included related to the administration of the General Plan.

There are several components to administering the General Plan. One component is *Plan administration* or "housekeeping" ensuring that the Plan continually remains a legally defensible, internally-consistent document. The general administration component involves direction in the use of the Plan on a day-to-day basis. General administration also covers the annual reviews and updates to the Plan. This component includes several instructions related to the interim use of the General Plan until some of the implementing programs are put into place by the City.

The General Plan is not so specific that it can be used in place of an ordinance, but there may be programs in the Plan that do not conform to existing ordinance or code requirements of the City. In such cases, this chapter of the General Plan directs how to make conforming decisions. These provisions are "common sense" concepts. California law prohibits a land use decision that is not consistent with the General Plan. When a major policy change is adopted into the General Plan, because of staff time and budgetary considerations, there is normally a lag between its adoption in the Plan and the amending of programs or enacting of City codes to put the policy into effect. In the cases of such conflicts, the General Plan dictates how the policy is interpreted.

There are situations in which the General Plan appears to have two sets of policies applicable to a parcel of land. The "stricter" interpretation of the General Plan applies. "Stricter" will normally mean an interpretation that favors less development under the circumstances. To illustrate this concept, an outlandish example ("worst case scenario") is used. The subject property for the example is a hypothetical five acre parcel shown as "Rural Residential," on an arterial road. The Land Use Element allows one dwelling unit per acre. For this illustration, it is going to be assumed that the parcel is also included in an area identified with wetland potential in the Open Space and Conservation element in Figure 18 on page 94. In this example, the property owner completes the required wetland delineation and the study concludes that there is only one acre of land is suitable for development of conventional single family homes. The land use element of the General Plan provides an opportunity for density transfer of the five units permitted by density onto the single buildable acre. For this scenario, it is assumed that topography, access, and

City of Mt. Shasta General Plan

January 27, 1993

Page 18 of 185 pages

General Plan administration and general issues

neighborhood characteristics make it infeasible to create five suitable building sites on the one acre. The Planning Commission in reviewing this project would then be likely to find that only one or two houses may be built. The Commission has taken a "stricter" interpretation of the General Plan. This is one reason why *Table E: Population Density and Building Intensity* on page 41 states a range of units permitted within a land use classification.

A second component is the *General Plan amendment* process. State law allows four amendments per year. These amendments are usually grouped together periodically throughout the year. Some communities schedule General Plan amendments every three to four months. This component of the overall administration is to establish guidelines as to how amendments are reviewed and considered throughout the life of the Plan.

The third issue of Plan administration is *making the plan work* every day. This provides guidance for using the General Plan on a day-in-day-out basis. The component defines who reviews projects and when, and what standards are used for reviewing proposed development projects.

2. General Plan objectives and programs

Goal PA-1: The General Plan is to be effective and usable.

Policy PA-1.1: Maintain the General Plan as a viable document reflecting current community need.

Implementation measure PA-1.1(a): Prior to the adoption of the final budget in each fiscal year, Staff shall present *The Annual Report of General Plan Achievement* for the concluding fiscal year. The Annual Report shall be used as a means for the Council to provide direction to staff related to planning and policy programs for the coming year.

Implementation measure PA-1.1(b): Following its review of the Annual Report, the Council shall define the planning and policy programs it wishes to assign as priorities for the upcoming fiscal year.

Implementation measure PA-1.1(c): Annually review the Mt. Shasta General Plan in accordance with the following:

- Volume, type and construction status of projects subject to City approval during the previous year.
- Building permit activity over the previous year.
- Status of preparation or implementation of specific plans, mitigation fee ordinances, parkland dedication, in-lieu fee systems and other specific programs identified in the General Plan.

City of Mt. Shasta General Plan

January 27, 1993

Page 19 of 185 pages

General Plan administration and general issues

- Annual recommendations submitted to Siskiyou County for input and possible acceptance with relation to the County's Land Use Management Plan currently being development.

Implementation measure PA-1.1(d): Annually review the Capital Improvement Program for consistency with the General Plan.

Goal PA-2: The General Plan shall be the policy document for development.

Policy PA-2.1: Provide for interim regulatory direction during the process of amending or updating the General Plan.

Implementation measure PA-2.1(a): In the event of conflict between the General Plan and the existing zoning ordinance during the interim period between General Plan adoption and adoption of new zoning ordinance, the General Plan shall take precedence.

Implementation measure PA-2.1(b): Within the short-term planning period, revise the zoning and subdivision ordinances, and other affected ordinances to be consistent with the General Plan. This update may include consolidation of development ordinances into a *Land Development Code*. This implementation measure shall cease to exist upon the adoption of the code or codes.

Goal PA-3: Consider amendments to the General Plan to ensure its continued viability and consistency.

Policy PA-3.1: Provide opportunity for General Plan amendments to be heard on a consistent, regular basis.

Implementation measure PA-3.1(a): Allocate three scheduled periods during the year for private-sector or other agency-initiated General Plan amendments, approximately four months apart.

Implementation measure PA-3.1(b): Retain one general plan amendment period each calendar for the exclusive use of the City for its periodic review and updates to the Plan.

Goal PA-4: Cooperate with local agencies for comprehensive General Plan goal achievement.

Policy PA-4.1: Maintain and develop cooperative working relationships with agencies with jurisdiction over lands or resources in and surrounding the Planning Area.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 20 of 185 pages

General Plan administration and general issues

Implementation measure PA-4.1(a): Using the appropriate environmental regulations, participate in federal, state and County planning processes which potentially affect the Planning Area.

Implementation measure PA-4.1(b): During the short-term planning period, work with the County towards amending the County General Plan to apply the City land use designations within unincorporated portions of the Planning Area to the County Plan.

Implementation measure PA-4.1(c): When requirements to monitor project conditions require expertise not available on City Staff, seek first the County's participation to establish a joint environmental monitoring and compliance program before entering into contracts with outside service providers.

Implementation measure PA-4.1(d): Using the public review period, participate in National Forest land use decision-making related to planning area land use and land management.

Implementation measure PA-4.1(e): Support the public-to-private exchanges of National Forest lands this Plan designates for non-public use to ensure that the lands are designated and zoned consistent with the General Plan.

Goal PA-5: Establish a program to implement the General Plan in the period between adoption and approval of implementing ordinances.

Policy PA-5.1: The Planning Commission shall participate in development of interim policies interpretations.

Implementation measure PA-5.1(a): The City Council shall forward its interpretations and direction related to interim implementation of the General Plan to the Planning Commission for its review and comment prior to approving the programs.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 21 of 185 pages

Land Use element

III. Land Use element

A. Land Use and Mt. Shasta

1. General Plan Requirements

The Land Use Element of the general plan has the broadest scope of the mandatory elements. This element indicates the intended future uses of the land and must be closely correlated with the Circulation Element.

Specifically, the Land Use Element shall designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private land use. The element shall also include standards for population density and building intensity for these land uses. The element is also required to identify areas subject to flooding and lands zoned for timberland production.

Table D Land Use Summary (acres)

	Planning Area	
	Acres	% Tot
<i>Residential, Total</i>	5,936	45.5%
Rural Residential	5,027	
General Residential	691	
Community Residential	218	
Commercial Center	674	5.2
Employment Center	446	3.4
Public	334	2.6
Freeway	441	3.4
Resource Production	5,207	40.0
TOTAL	13,038	

2. Land Use in Mt. Shasta

The Mt. Shasta area was first settled by the Okwanuchu Indians and used for winter hunting. Very little other information is known about the local native population. The first documented Europeans to reach Mt. Shasta occurred in the 1820's. They engaged in exploration and trapping expeditions.

City of Mt. Shasta General Plan

January 27, 1993

Page 22 of 185 pages

Land Use element

The impetus for growth in Mt. Shasta first occurred during the California gold rush, despite the fact that gold was not found in the area until the 1890's. The area served as a stopover for gold seekers who passed down the Old Oregon trail through Shasta Valley. Early settlers to the area established homesteads within the lush valleys and provided necessities to the miners.

Mt. Shasta's second wave of growth occurred with the coming of the Central Pacific Railroad in 1886. Many of the original buildings associated with this era were destroyed by fire in 1896. In the late 1800's and into the 1900's the area experienced rapid growth in the lumber industry. This growth was combined with the establishment of the state fishery and Shasta National Forest.

In more recent years, with the opening of Interstate 5, the area's economy has shifted more toward retail and service trade. Visitors to the Mt. Shasta area have increased in number. Also, people have chosen to relocate to the area for its aesthetic and recreational amenities.

Today, the City of Mt. Shasta serves as a support center for summer and winter recreational visitation to the Shasta-Trinity National Forest. Mt. Shasta is increasing its role as a commercial, services and governmental center due to its central location in the south County.

During the process of developing the revised General Plan in the late 1980s and early 1990s, residents indicated that a major desire was to bring in a diverse employment base to the community while still maintaining the quality of a small town community. While this is a difficult goal to quantify — accommodating both economic development and maintaining quality of life — the major role of the General Plan is to nurture this concept. This belief, expressed in the surveys and public workshops, provides the base for the overall mission of the General Plan during its life.

B. Overall growth and annexation

1. General Plan summary

Mt. Shasta is a recreation-oriented community. For the near term, the City's direction is to maintain and enhance its strength in attracting recreation visitors, and work towards diversification of its economy. Additional residential development and other economic growth will be desirable. Residential growth within the Planning Area is expected to amount to over 1,300 units by 2010.

City of Mt. Shasta General Plan

January 27, 1993

Page 23 of 185 pages

Land Use element

Mt. Shasta has experienced relatively slow residential growth since 1988. A substantial increase in the housing stock occurred due to several multi-family projects constructed pursuant to ballot measure authorization. Residential growth has tapered off somewhat in recent years and commercial construction has been minimal. There have been no projects or development within the area resulting in increased growth pressure or housing demand beyond normal demand. Utility studies indicate that water and sewer systems have sufficient capacity to meet anticipated growth projections.

Preventing "uncontrolled" growth is an issue that concerns many of Mt. Shasta citizens, as evidenced by the Planning Opinion Survey results. Uncontrolled growth is a concept that many use in reaction to the sprawl from the Redding area into the former agricultural lands of the north Sacramento Valley. Other examples cited include the Sacramento foothills, San Jose/Silicon Valley Area, and the North Bay-Santa Rosa region. To meet the objectives expressed in the Planning Opinion Survey, the City needs to examine its annexation options and ensure that as major development occurs, the facilities to support the growth will be available when projects are ready for occupancy.

In order to ensure facilities support growth, the city as well as its citizens need to take a proactive stance that promotes the economic development of this area. In order for the City to have in place the necessary facilities prior to development, its tax base and subsequent employment centers must be encouraged and developed.

Through annexation, the City can shape itself, prevent sprawl and facilitate development where it is desired. Annexation also provides the City with an ability to apply its development regulations and standards to guide development directly. Annexation also carries the risk that costs of providing City services to, and/or meeting improvement demands of, new City residents may exceed revenues. Thus, annexation decisions should take place in an informed environment.

Over the next twenty years, the population of the Planning Area is expected to increase to a population of between 6,500 and 8,500 persons, depending on whether the Plan's higher growth rate of 2¼ percent per year or the 1½ percent per year historic growth pattern occurs. The General Plan provides land area and assigns densities to accommodate a population of 10,201 persons. This will provide adequate and suitable areas for housing opportunities and alternative sites for review and consideration.

2. General plan objectives and programs

- Goal LU-1:** Consider annexation when lands are needed to accommodate the General Plan growth objectives.
- Policy LU-1.1:** Annexation shall occur only when the proposed use of the property furthers the City's economic development objectives.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 24 of 185 pages

Land Use element

Implementation measure LU-1.1(a): Prior to endorsing a proposal for annexation, the City Council shall consider the objectives of the added territory and find whether there is a public benefit that aids in achieving General Plan goals.

Implementation measure LU-1.1(b): Prior to endorsing a proposal for annexation, the City shall require the petitioner to submit, at a minimum, adequate factual information to determine that the proposed annexation will provide adequate revenues to offset the costs of providing services.

Goal LU-2: Annexed lands shall be incorporated into the City in conformance with the General Plan.

Policy LU-2.1: Require pre-zoning and development plans prior to completing annexation procedures.

Implementation measure LU-2.1(a): No action shall be taken to finalize an annexation in conformance with Siskiyou County Local Agency Formation Commission procedures until the City has approved a pre-zoning to the appropriate City zoning district.

Implementation measure LU-2.1(b): No action shall be taken to finalize an annexation in conformance with Siskiyou County Local Agency Formation Commission procedures until the City has received and approved a development plan for the petitioner's territory.³

C. Types of land uses

In order to manage the long-term growth of the area, the City uses the General Plan to assign land use classifications. The land use classifications (also called designations) identify the types of land use, the permitted population density and building intensity, and appropriate development objectives that apply to all lands within the Planning area. The City controls the land development within its incorporated limits; the County maintains control over the unincorporated area.

³/In some cases, the petitioner's property may not be the only property incorporated in the approved annexation. The City may require development plans exclusively from the petitioner(s) covering the proponent's property, if it makes a finding that it cannot force development plans from other property owners who were not petitioners in the process. This notation is a part of this implementation measure provided for explanatory purposes and guidance.

City of Mt. Shasta General Plan

January 27, 1993

Page 25 of 185 pages

Land Use element

For purposes of the General Plan, the following land use classifications shall be used on the General Plan land use map. Densities and site development requirements are assigned on Table E on page 41 and within the policies of the Land Use Element.

Resource Land. *Resource Lands (RL)* are those that are identified as containing soils characteristics, natural conditions, or resources suitable for production of agricultural, timber, or mineral resources for commercial harvest, production, or conservation. Resource Land uses may include, and are not limited to, farming, ranching, orchards, food processing, mining, construction material processing, sawmills, and recreation-oriented uses such as a campground. Resource Lands include private and public open space areas, and areas of visual importance within the National Forest. The purpose of the zoning code is to identify which are permitted and which are conditional uses. General Agriculture, Agriculture Preserves, and Rural Residential are the zoning districts whose uses are permitted or conditionally permitted on Resource Lands, subject to the appropriate development standards, code regulations, and performance standards implemented through the General Plan.

Rural Residential. *Rural Residential (RR)* lands are those that are designated for traditional large parcel residential or hobby farming uses. Rural residential land uses are single family homes. The uses permitted or conditionally permitted in the Rural Residential zoning district are permitted on lands within the General Plan Rural Residential designation, subject to the appropriate development standards, code regulations, and performance standards implemented through the General Plan.

General Residential. *General Residential (GR)* lands are those identified as being suitable for conventional and lower density residential developments that are typical of suburban areas or areas near incorporated city limits. General residential land uses are single family homes. Land uses allowed in the Rural Residential and Single Family Residential (R1) zoning districts are permitted or conditionally permitted in General Residential lands, subject to the appropriate development standards, code regulations, and performance standards implemented through the General Plan.

Community Residential. *Community Residential (CR)* lands are those which are suitable for residential development with densities traditionally found within incorporated cities providing urban amenities and services. Community residential uses are housing types of multiple densities, both attached and detached single family homes. Uses permitted or conditionally permitted within the R1, R2, R3, and R4 zoning districts are allowed on lands designation Community Residential by the General Plan, subject to the appropriate development standards, code regulations, and performance standards implemented through the General Plan.

City of Mt. Shasta General Plan

January 27, 1993

Page 26 of 185 pages

Land Use element

Commercial Center. *Commercial Center (Coml)* lands are those identified for development with businesses that generally require onsite customer traffic⁴ in order for the business to be successful. The Commercial Center land uses are not limited in terms of scope of business, class of customers, or basis of products offered. Commercial center uses include, and are not limited to, shopping centers, retail stores, real estate offices, factory outlet malls, and restaurants. Uses permitted or conditionally permitted by the C1, C2, and CM zones are acceptable on Commercial Center lands, subject to the appropriate development standards, code regulations, and performance standards implemented through the General Plan.

Employment Center. *Employment Center (EC)* lands are those designated for siting businesses that provide a product or service that generally does not require onsite customer traffic. Employment Center businesses may manufacture products for use within the Planning Area or shipping for offsite sale or resale. Employment Center businesses may provide a service through its employees to customers located outside the community area. In effect, Employment Center uses are those which generate employment opportunities and do not generally require onsite customer traffic in order to succeed. Employment center uses include and are not limited to factories, machine shops, automobile repair, service-business offices, administrative offices, lumber mills, aggregate processing, and other industrial type uses. Uses permitted or conditionally permitted in the CM and M zones are acceptable on lands classified as Employment Center, subject to the appropriate development standards, code regulations, and performance standards implemented through the General Plan.

Public Land. *Public Lands* are the existing or identified sites on which a publicly-owned facility or use is or will be located. Some public lands, such as parks, community centers, educational facilities, and nature preserves (lands for scientific study) are also classified as open space. The Public (P) zone is appropriate for publicly owned lands. Development of public land requires a conditional use permit to be approved prior to the commencement of non-emergency construction or site development.

⁴/Onsite customer traffic refers to a business that needs to have its customer or client come to the store, business, or office in order for the enterprise to be successful.

D. Legally existing, non-conforming land uses

1. General Plan summary

a. Defining a "grandfathered" land use

No matter how carefully a General Plan is developed, there will be situations occurring in which a parcel of land is developed with a land use that does not meet the standards of the new General Plan. Even though this older land use was legally established prior to the revised General Plan being adopted, when the policies of the General Plan are applied to the parcel, the old use no longer satisfies the criteria to be shown on the General Plan land use map as its old land use. This type of land use is commonly called a "grandfathered" use. The legal term is a *legally existing non-conforming land use*.

Explanation 3: Legally existing non-conforming land uses (grandfathering)

Also called a grandfathered land use, a legally existing nonconforming land use is a use of land that was established in conformance with the General Plan, zoning, and development regulations in effect at the time of its construction or initiation of use. The use is forced into a situation in which a new General Plan, zoning code, or development regulation is adopted that would not allow it to be constructed or used if an application were submitted under the new requirements.

Most non-conforming land uses are not in conflict with adjoining properties: the uses are merely sited in an area that new Plan policies would like to direct to a different development pattern in the future. The changes in policy may have been precipitated by changes in community values, a newer but different land use pattern that developed since the original use was started, or a deficiency in City services that make it infeasible to provide services to new land uses similar to the nonconforming use. Whatever the reason, one major community value is to protect the investment made by a property owner and ensure that the older land use can continue to operate, can be sold, or can be rebuilt if it were to be somehow destroyed. A series of policies and implementing programs are incorporated into the General Plan to provide this protection.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 28 of 185 pages

Land Use element

b. *Non-conforming uses in general*

The simplest solution in dealing with non-conforming uses would appear to be designating the newly non-conforming land use with the appropriate new land use classification. The problem is that land use classifications used in the General Plan are applied to parcels on a City-wide basis. This approach ensures that the General Plan has a comprehensive series of internally consistent policies. Internal consistency between policies and elements is mandated by State law. If an isolated commercial parcel is classified as "commercial" because that is the long-standing use of the parcel — and under the new General Plan that same parcel does not meet the criteria for establishing commercial land uses — an argument may be generated that parcels surrounding the nonconforming land use should now be considered commercial as well. This argument might be based on the fact that adjoining parcels are similar to the old use, even though the surrounding parcels are not conforming to new commercial siting criteria.

The provisions related to legally existing non-conforming land uses are to provide long-term protection of the real estate investment and the parcel's land use. Provisions similar to what is identified in the General Plan are nearly universal among cities and counties in California. The Mt. Shasta policies, however, reflect the direction of the community to ensure serious protection to any use that becomes non-conforming as a result of the new General Plan.

There are special considerations that must be a part of this protection program for legally-existing non-conforming uses. The use must continuously operate, and it must operate in conformance with standards that would apply if it were conforming. Generally, a limitation is established that if the use is abandoned for a period of time, usually one year, it loses its ability to continue by right. After an abandonment, the City is entitled to a hearing to determine if the use should be restarted.

c. *Commercially zoned non-conforming uses in the unincorporated Planning Area*

Throughout the Planning Area, commercial uses have obtained proper zoning and development permits. These scattered uses are far from Commercial Centers designated by the City's General Plan. During the process of preparing the General Plan, there was tremendous concern about the ability of retaining the commercial zoning for those parcels developed as commercial uses in conformance with County regulations. The consensus of the City is that the property owners have a substantial investment that deserves recognition in the General Plan. Policies have been included to protect the existing zoning — but are intended to prevent additional commercial zoning from being approved in those areas that are not classified as Commercial Centers.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 29 of 185 pages

Land Use element

2. General Plan objectives and programs

Goal LU-3: Protect the property rights of legally-existing non-conforming land uses.

Policy LU-3.1: Allow legally-existing non-conforming land uses to continue as a use under the provisions of the General Plan.

Implementation measure LU-3.1(a): Following the adoption of any change in the General Plan that causes a legally established use or structure to become non-conforming, the City shall allow the use to continue.

Implementation measure LU-3.1(b): A legally existing non-conforming land use or structure abandoned for a period of twelve consecutive calendar months or longer shall forfeit its status as a non-conforming land use. After twelve months, the abandoned use shall not be re-established without approval of a conditional use permit.

Implementation measure LU-3.1(c): Agriculture, timber production, and mineral resource production uses are defined as intermittent uses, and shall be entitled to maintain legally-existing non-conforming status provided that the use is not abandoned for more than twenty-four calendar months. After twenty-four months, the abandoned use or structure shall not be re-established without approval of a conditional use permit.

Implementation measure LU-3.1(d): The City's revised development code shall incorporate precise provisions for the review, repermitting, and re-establishing of legally-existing non-conforming land uses and structures.

Implementation measure LU-3.1(e): Expansion of a legally-existing non-conforming land use or structure shall require approval of a conditional use permit prior to the expansion being initiated. Expansion is defined as a measurable increase in structure area, gross floor area, developed lot coverage, or intensity of the land use as measured by measurable increases in noise, traffic, or operations occurring as a result of the expansion. Construction for purposes of maintenance, painting, improvements related to the Americans with Disabilities Act (ADA), and similar actions shall not require a use permit.

Policy LU-3.2: Lands in the unincorporated planning area with legally existing commercial zoning districts and with legally existing commercial uses shall be permitted to retain the commercial zoning.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 30 of 185 pages

Land Use element

Implementation measure LU-3.2(a): When reviewing proposals for commercial development on lands in the unincorporated area, recognize and support the existing commercial zoning for the commercially-developed parcels.

Implementation measure LU-3.2(b): If the County refers an application for new commercial zoning within the Planning Area that adjoins a non-conforming commercial zone, the City shall notify the County that the proposal is not consistent with the City's General Plan for that area, and indicate that a General Plan amendment must be approved first.

E. Siting land use

Most property owners would appreciate the ability to select the type of land use desired for their own immediate and long-term needs. The differences between land uses make a difference in the market value of both undeveloped and developed properties. Generally it is believed that the more intense the uses of land that are permitted, the greater the value of the land. For most of the pioneering periods in American history, land use patterns were dictated reflecting or responding to other uses in the area (two saloons across the street, the barber shop on the edge of the commercial district, the dry goods and general store near each other, and similar patterns.

As America and California developed into the Twentieth Century, the ability to make one's own land use selections and choices were narrowed by a combination of peer pressure ("Jed, don't you think puttin' that store way outta town is a little far fetched?") and significant national Court cases that allowed local government to determine where land use would be located on behalf of its constituents.

The laws have evolved over the years, with additional regulations, legislatively or court-imposed environmental issue considerations, and the increasingly precarious fiscal ability of local government to continue to serve its constituents. The major purpose of the Land Use Element of the General Plan is to combine all of the written regulatory requirements and policy programs of the General Plan into a map that identifies where future land uses will occur.

In order to provide an understanding of where land uses can take place, criteria need to be placed into the General Plan so that an understanding of the reasons mapping selections were made are incorporated into the document. These criteria also establish the measure against future General Plan amendments can be considered. In this way, a property owner has a relatively strong understanding of what the City will be examining when it considers a future application to amend the General Plan land use map.

City of Mt. Shasta General Plan

January 27, 1993

Page 31 of 185 pages
Land Use element

1. Establishing criteria

In today's economy and regulatory environment, there are many considerations that local government must take into account before determining where land uses are to be located. The critical criteria established for the Mt. Shasta General Plan are (1) the classification and future capacity of the street serving the property; (2) the source of drinking water to the property; (3) the type of wastewater removal from the development and capacity of the system in the area; and (4) the types of land use patterns that already exist.

2. Land use standards

Land use standards are provided for residential and non-residential land uses. Base residential building intensity is defined in terms of the number of dwelling units per acre of gross land area.⁵ Population density on residential lands within the incorporated City limits is 2.27 persons per household.⁶ This figure is higher than the average for the overall Plan area shown on page 41. This information is used as a means of projecting the potential population that could exist within the City limits if all parcels were developed to the maximum number of units allowed and the typical families in a dwelling unit were the same as the area's average.

Explanation 4: Building footprint and lot coverage

The footprint is the size of the area on the ground that is occupied by a building.

Lot coverage is the percentage of a parcel that can be covered by the building's footprint.

Building intensity standards for non-residential uses are defined as the amount of square footage of footprint per acre allowed by the General Plan. The control over the size of the footprint is called *lot coverage*. Lot coverage is generally expressed as a percentage. For example, if the non-residential density of a 10,000 square foot parcel allows a thirty percent lot coverage, the largest building footprint permitted would be three thousand square feet. While there are more sophisticated and complex methods of measuring building intensity, the lot coverage basis is simple to calculate and implement. The total size of the building — including number of stories and total square footage — is controlled by the zoning code in terms of parking requirements, lot coverage by the building footprint, setbacks from streets and property lines, and amount of landscaped area required.

⁵/Gross land area means the land area proposed for a project prior to subdivision, dedication of land area for easements, parks, or open space, or other development.

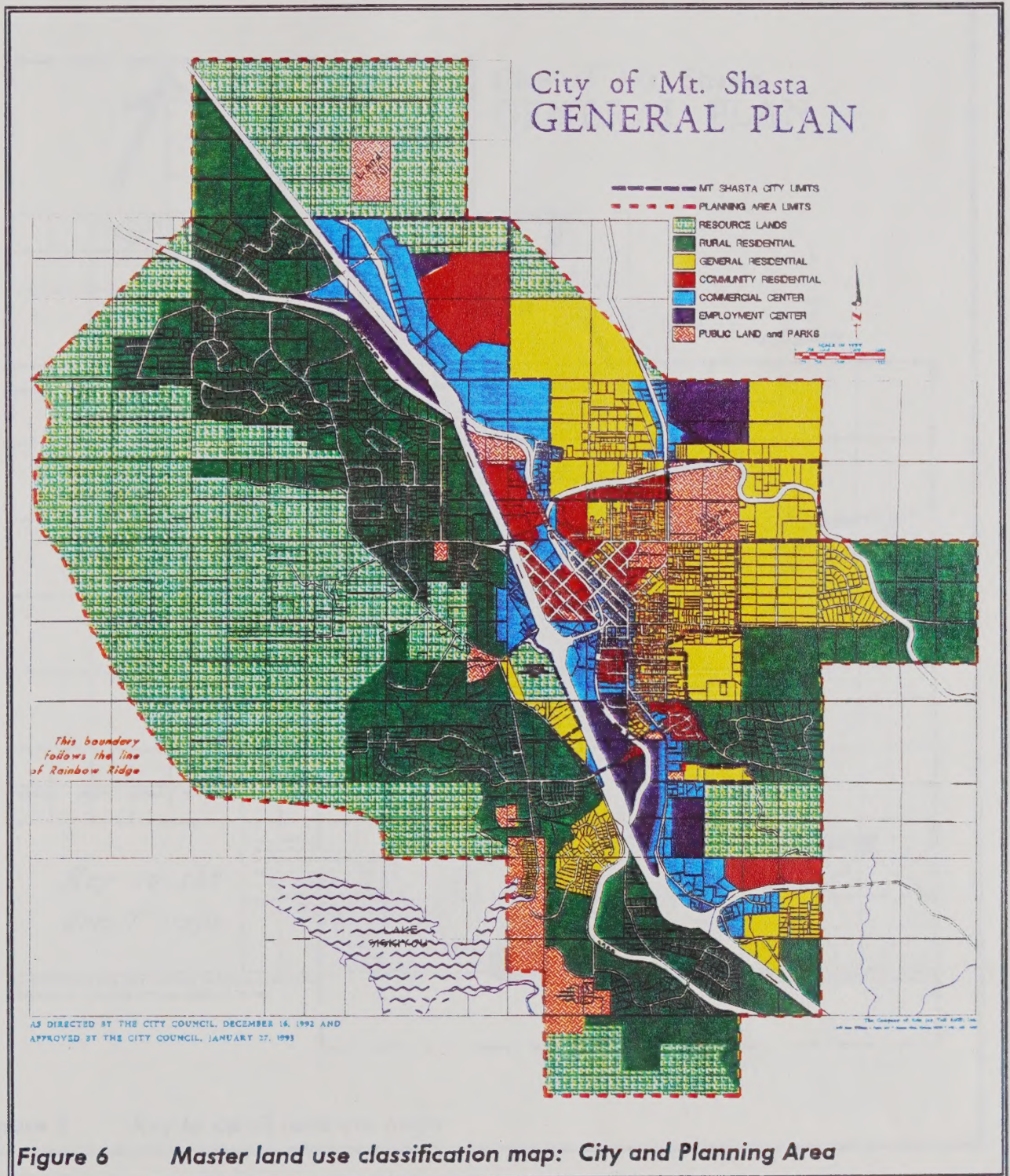
⁶/California Department of Finance, Population Research Division, 1990.

City of Mt. Shasta General Plan

January 27, 1993

Page 32 of 185 pages

Land Use element



City of Mt. Shasta
General Plan

January 27, 1993

Page 33 of 185 pages

Land Use element



City of Mt. Shasta General Plan

January 27, 1993

Page 34 of 185 pages

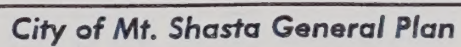
Land Use element



Figure 8 Northwest area — Map 1 of 7 detail maps

January 27, 1993

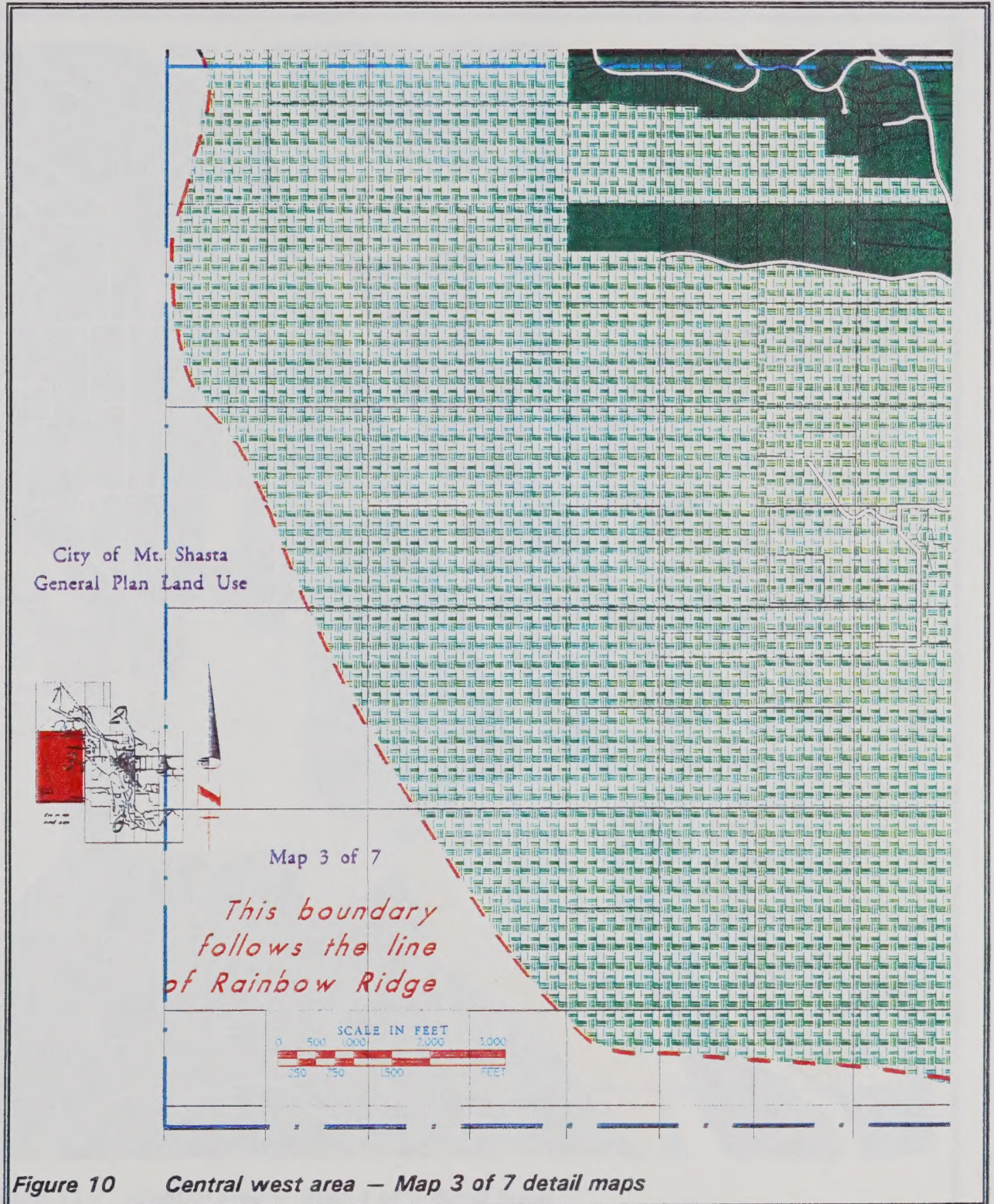
Land Use element



City of Mt. Shasta General Plan

January 27, 1993

Page 36 of 185 pages
Land Use element



City of Mt. Shasta General Plan

January 27, 1993

Page 37 of 185 pages

Land Use element

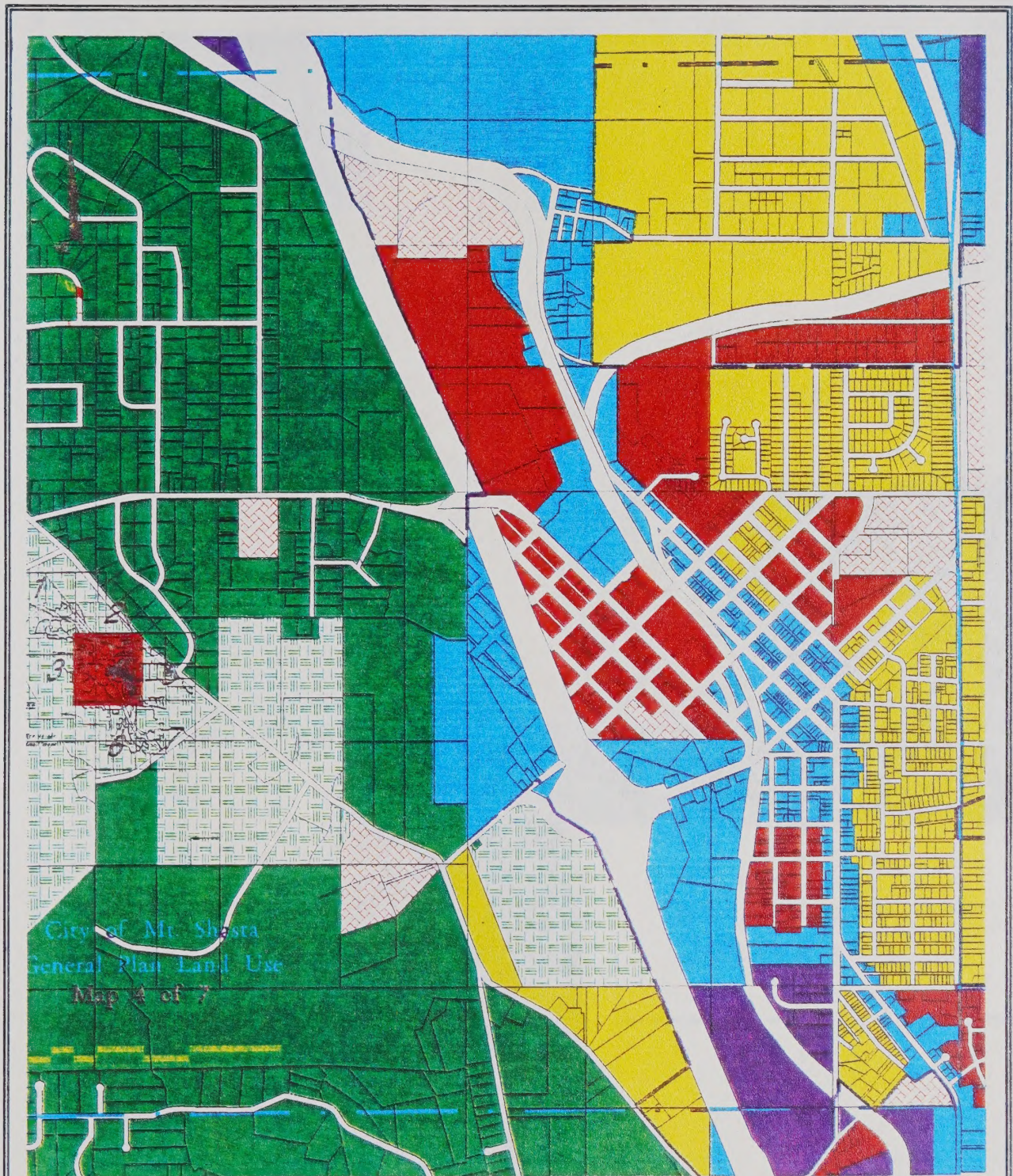


Figure 11 Central area — Map 4 of 7 detail maps

City of Mt. Shasta General Plan

January 27, 1993

Page 38 of 185 pages

Land Use element

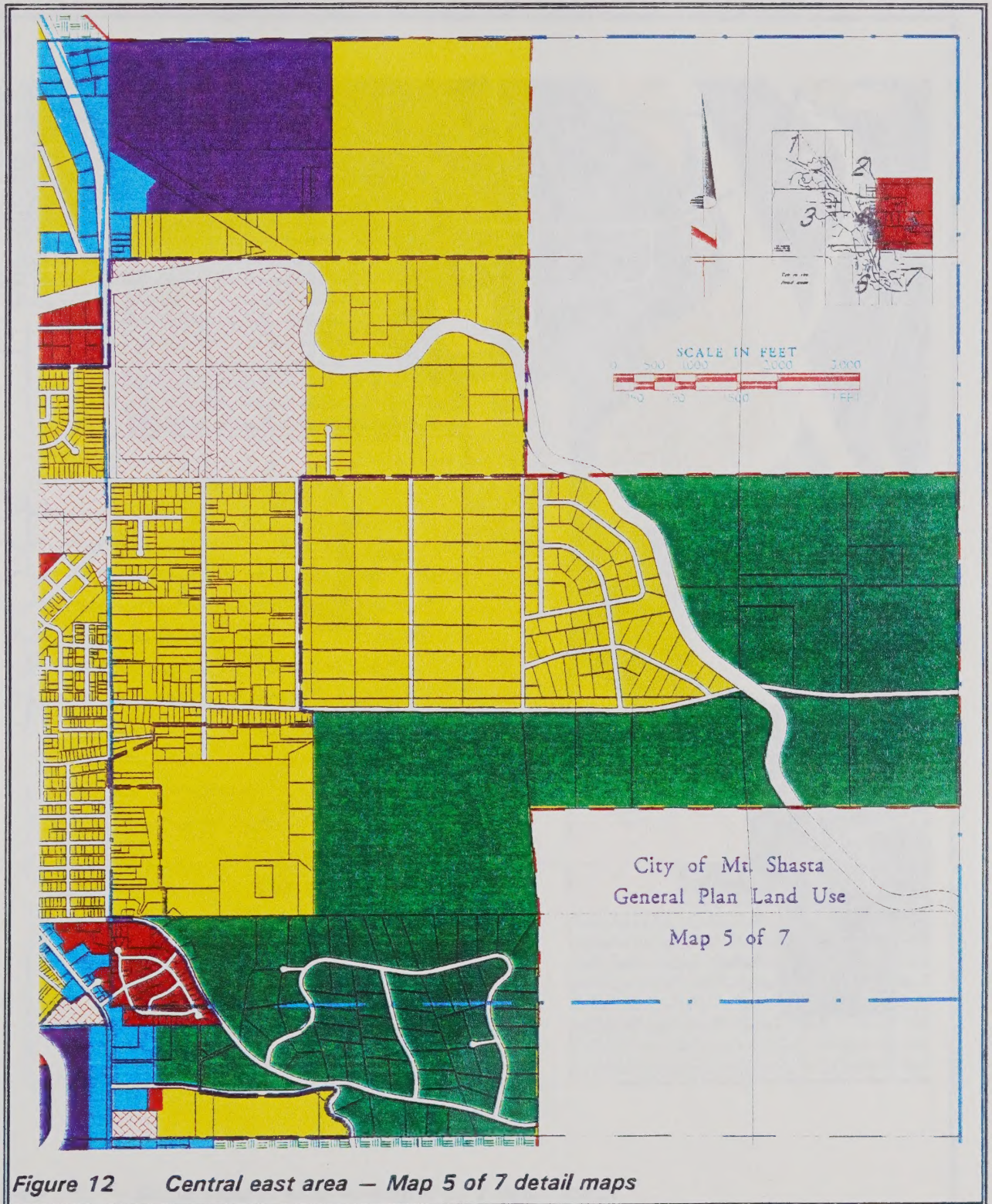


Figure 12 Central east area — Map 5 of 7 detail maps

City of Mt. Shasta General Plan

January 27, 1993

Page 39 of 185 pages

Land Use element

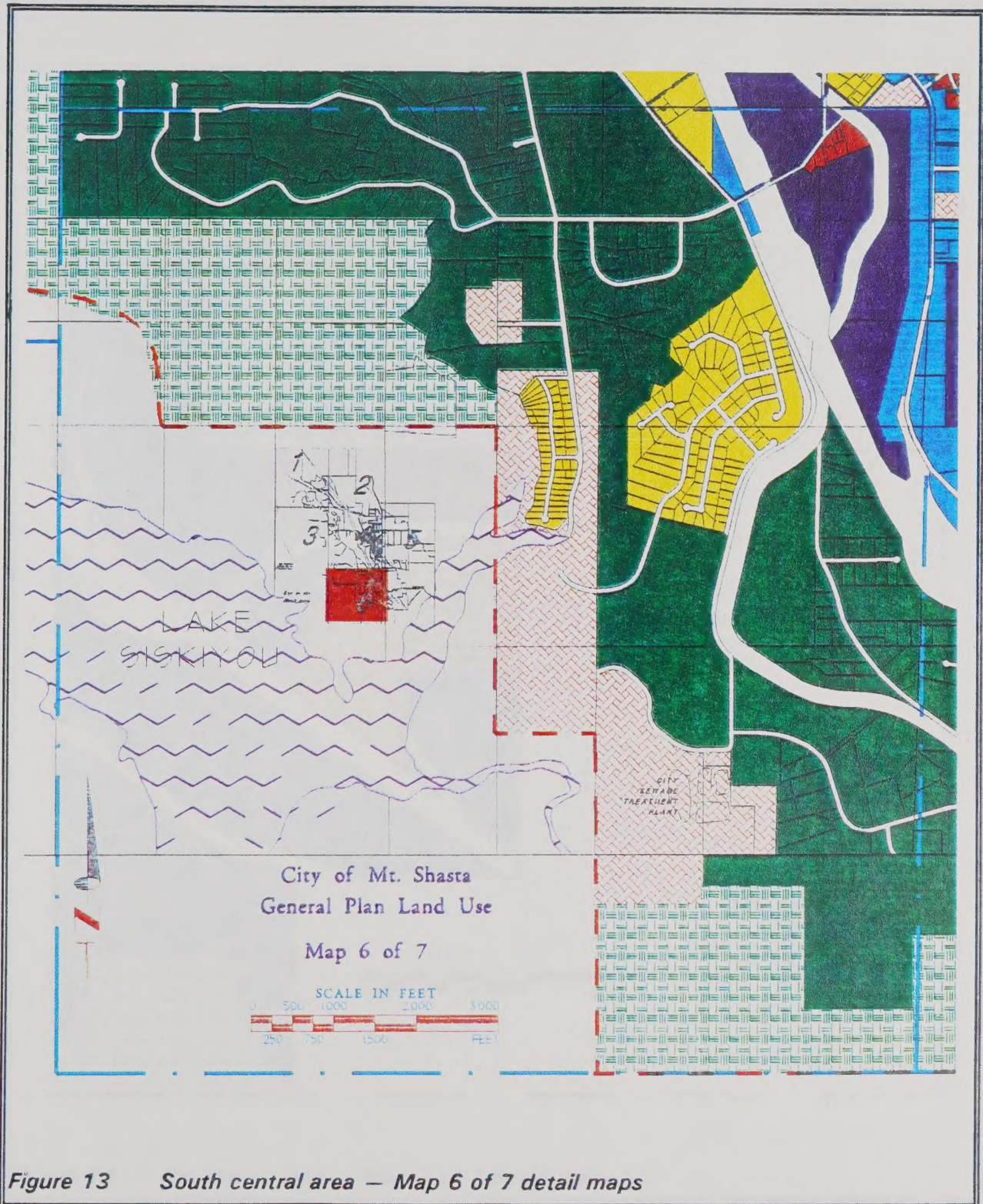


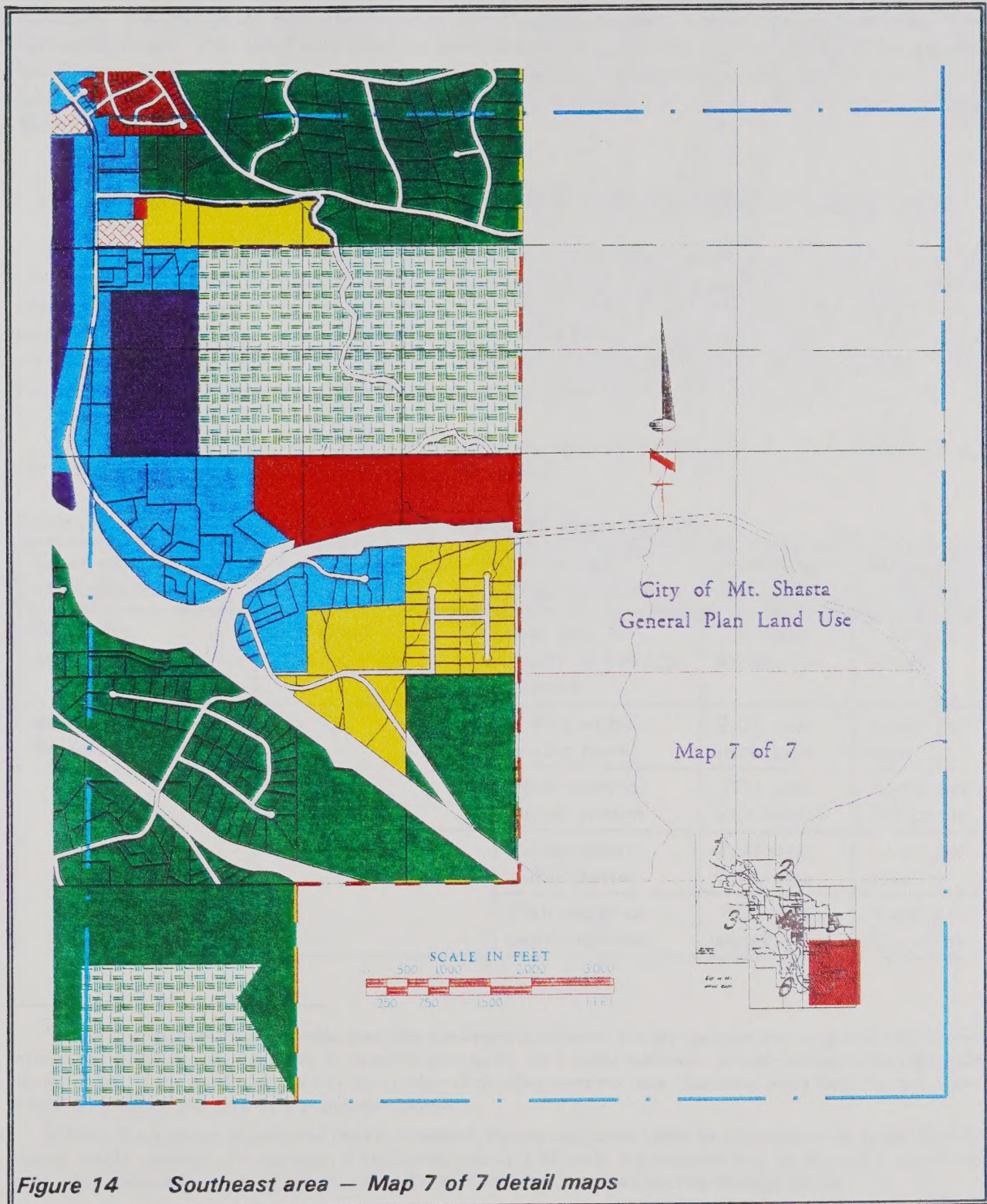
Figure 13 South central area — Map 6 of 7 detail maps

City of Mt. Shasta General Plan

January 27, 1993

Page 40 of 185 pages

Land Use element



City of Mt. Shasta General Plan

January 27, 1993

Page 41 of 185 pages

Land Use element

Land Use designations, also called classifications, are the denotation that is used to identify the range of allowable uses, population density, and building intensity for the General Plan. The land use designations for the entire City and Planning Area are shown on Figure 6 on page 32. To make reading easier, the land use map is divided into seven sectional maps. The index for this is Figure 7 on page 33. The detail maps are Figure 8 through Figure 14 beginning on page 34.

3. Population density and building intensity

In order to define how many dwellings or how large a commercial development can be constructed, the General Plan must specify the maximum density — number of dwelling units per acre — and the maximum building intensity — maximum amount of lot coverage permitted in an area. Population density is calculated by taking the number of residential units and multiplying those by the 2.01 persons per household (1990 Census) in a typical Planning Area household, not including the houses within the City limits.

Defining the densities that are allowed in an area is based on delivery of public services and the type of road serving the parcel.

Table E Population Density and Building Intensity

Land use classification	Road/street classification	Water and sewage service	Maximum density	Maximum intensity
Resource Land	Any street classification	Any type of water or sewage service	.201 persons/acre ⁷	1 unit per 10 acres ⁸
Rural Residential	Arterial	Public water, public sewer	2.01 persons/acre	1 unit per 1 acre
		Weil water or septic system	.804 persons/acre	1 unit per 2½ acres
	Collector	Public water, public sewer	2.01 persons/acre	1 unit per 1 acre
		Well water or septic system	.804 persons/acre	1 unit per 2½ acres

⁷/State law requires that this table show the maximum population density (persons per acre) and building intensity (number of dwelling units per acre). In order to comply, the data under maximum density represents the population per household (2.01 persons) multiplied by the number of dwelling units per acre. Parcels of more than one acre have fewer than 2.01 persons per acre as a population density.

⁸/When the number of permitted units is a fraction, the property owner shall be allowed to seek approval of the next highest whole number. For example, if the density allows 2.01 units, the property may be allowed to apply for three units. Approval of the units is discretionary. Calculations shall be based on two decimal places.

**City of Mt. Shasta
General Plan**

October 13, 1997

Page 42 of 185 pages
Land Use element

Land use classification	Road/street classification	Water and sewage service	Maximum density	Maximum intensity
General Residential	Residential	Any type of water or sewage service	.804 persons/acre	1 unit per 2-1/2 acres
	Rural	Any type of water or sewage service	.804 persons/acre	1 unit per 2-1/2 acres
	Arterial	Well water or septic system	.804 persons/acre	1 unit per 2-1/2 acres
		Well water and public sewage system ^{8.5}	12.06 persons/acre	1-6 units per acre
		Public water and sewage system	12.06 persons/acre	1-6 units per acre
	Collector	Well water or septic system	.804 persons	1 unit per 2-1/2 acres
		Public water and sewage system	12.06 persons/acre	1-6 units per acre
	Residential	Well water and sewage system	.804 persons/acre	1 unit per 2-1/2 acres
		Public water and sewage system	6.03 persons/acre	1-3 units per acre
	Rural	Well water and sewage system	.804 persons/acre	1 unit per 2-1/2 acres
		Public water and sewage system	2.01 persons/acre	1 unit per acre
Community Residential	Arterial	Well water or septic system	.804 persons/acre	1 unit per 2-12 acres
		Public water and sewage system	30.15 persons/acre	1-15 units per acre
	Collector	Well water or septic system	.804 persons/acre	1 unit per 2-1/2 acres
		Public water and sewage system	20.1 persons/acre	1-10 units per acre
	Residential	Well water or septic system	.804 persons/acre	1 unit per 2-1/2 acres
		Public water and sewage system	12.30 persons/acre	1-6 units per acre

^{8.5} /Residentially designated and zoned land, west of Interstate 5, and inside the City Limits at the time of adoption of the General Plan, may develop to the maximum zoning ordinance potential on a private well or wells, provided that all of the following occur: ①The private well must meet all Siskiyou County Health Department standards for the placement and operation; ②An agreement to connect to City water when made available, must be signed by the property owner of record, and filed with the property to show up during any title search; ③Any new residential unit must connect to City sewer; and ④No significant unmitigatable environmental impacts will result from the development.

City of Mt. Shasta General Plan

January 27, 1993

Page 43 of 185 pages

Land Use element

Land use classification	Road/street classification	Water and sewage service	Maximum density	Maximum intensity
	Rural	Well water or septic system	.804 persons/acre	1 unit per 2½ acres
		Public water and sewage system	6.03 persons/acre	1-3 units per acre
Commercial Center (Residential uses in commercial zones usually require approval of a Conditional Use Permit)	Freeway (refers to interchange areas)	Well water or septic system	No residential uses:	25% lot coverage
		Public water and sewage system	noise impacts	50% lot coverage
	Expressway	Well water or septic system	No residences	25% lot coverage
		Public water and sewage system	30.15 persons/acre	65% lot coverage (1-15 du ⁹)
	Arterial	Well water or septic system	2.01 persons/acre	25% lot coverage (1 du)
		Public water and sewage system	30.15 persons/acre	80% lot coverage ¹⁰ (1-15 du)
	Collector	Well water or septic system	.804 persons/acre	25% lot coverage (1 du/2½ ac)
		Public water and sewage system	20.10 persons/acre	60% lot coverage (1-10 du)
	Residential	Well water or septic system	.804 persons/acre	No commercial uses (1 du/2½ ac)
		Public water and sewage system	12.06 persons/acre	No commercial uses

⁹/du means dwelling units per acre.

¹⁰/On parcels in the downtown area, 100% lot coverage is permitted, provided that some landscape or streetscape beautification is a part of the development plan and a condition of any permits.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 44 of 185 pages

Land Use element

Land use classification	Road/street classification	Water and sewage service	Maximum density	Maximum intensity
	Rural	Well water or septic system	.804 persons/acre	25% lot coverage (1 du/2½ ac)
		Public water and sewage system	6.03 persons/acre	25% lot coverage (1-6 du)
Employment Center (No residential uses)	Freeway	Well water or septic system	1 unit per existing parcel	25% lot coverage
		Public water and sewage system		75% lot coverage
	Expressway	Well water or septic system	1 unit per existing parcel	25% lot coverage
		Public water and sewage system		75% lot coverage
	Arterial	Well water or septic system	1 unit per existing parcel	25% lot coverage
		Public water and sewage system		60% lot coverage
	Collector	Well water or septic system	1 unit per existing parcel	25% lot coverage
		Public water and sewage system		40% lot coverage
	Residential	Well water or septic system	1 unit per existing parcel	Must up-grade road to Collector standard
		Public water and sewage system		
	Rural	Well water or septic system	1 unit per existing parcel	Must up-grade road to Collector standard
		Public water and sewage system		
Public Lands	All roads	Well water or septic system	Density and intensity does not apply to public projects. Each project judged on merits and impacts. One caretaker per parcel (2.01 persons per parcel)	
		Public water and sewage system		

F. Resource Land Use

1. General Plan summary

Lands within this classification generally are endowed with soil types or geologic characteristics that make it possible for the property owner to use the land for commercial and economically viable resource uses. The principal resource uses that are found in the Mt. Shasta area include mineral resource production — the harvest and processing of construction material or precious metals; agribusiness — the growth of orchards, vineyards, row crops, or livestock/poultry production; and timber production — the silvaculture, management, harvest, and production of timber resources. Though no sources are identified within the Plan area, geothermal production would also be included as a resource land use. Resource Land is one of two classifications that includes open space lands. This category includes both public and private open space that are used for natural resources, natural habitat, recreation, and enjoyment of scenic beauty. Specific types of open space within the Resource Lands are shown in Figure 19 on page 98 and wetland resource lands are shown separately on Figure 18 on page 94.

Privately owned Resource Lands are not permanent Open Space, although some RL lands may appear to serve that purpose due to the lack of visible or developed use of the property. The Plan does not use the Open Space classification for lands that may be used for resource purposes in order to avoid future conflicts over the definition of whether open space may be “developed” as a for timber harvest, mining, or other resource uses.

There is a detailed discussion about the types of resource lands and policies applicable to the various types of lands in the Open Space and Conservation Element, Chapter V, beginning on page 89. The Land Use element addresses resource lands from the perspective of which lands within the Plan area are to be classified as resource lands. There are no lands within the incorporated City limits that meet the standards for resource lands.

2. Siting criteria

To be classified as a Resource Land, the parcel must satisfy criteria for its designation. This may include a proposal to use the land for a resource use, such as timber harvesting, agribusiness, or mineral resource production, or it may be based on actual defined findings from the Open Space and Conservation Element. Traditionally, lands are not usually changed from urban to Resource Land classifications. Usually the requests are to shift the lands from Resource Land to an urban classification as a result of changes in community development patterns.

Natural resources generally cannot be moved or directed to alternate sites. For example, mineral resources are located on the lands that have appropriate geologic substrata and minerals available for economic extraction. Timberlands are much the same way; the land must have commercial-grade timber available for harvest.

G. Residential Land Use

1. General Plan summary

Residential development within Mt. Shasta historically took place adjacent to the commercial district along Main Street. Older residential neighborhoods extend along Mt. Shasta Blvd. During the post-war period, housing was developed in outlying areas. Since the 1970s, substantial rural residential development has occurred outside the City limits. Traditionally in rural communities, residential development follows urban-style development patterns. Smaller parcels and higher density development is located closest to the center of the City, outlying parcels tend to increase in size. Exceptions may occur with multiple family residential parcels located on main roads but outside the central areas of town. This takes place because multifamily developments require larger land areas than typically remain available in the central portions of town. Mt. Shasta follows this pattern.

Additionally, there is sometimes a tendency towards conflicting land use patterns in the unincorporated areas adjoining a rural community. To reduce capital and operating costs, smaller communities, including Mt. Shasta, tend to provide urban services, such as treated water or sewage disposal, to parcels through the formation of a service district. When this occurs, County governments tend to permit urban-density development in the unincorporated area surrounding a City. This results in a pattern of development that tends to draw upon City services without providing offsetting tax revenues to the community.

Residential ownership opportunities are changing with the economy. Conventional wisdom has looked at housing as being either a "condo" or "single family home." Effectively, with today's construction techniques, the cost of land and facilities, and other construction features, it is possible to offer home ownership with the units being attached — such as a townhome or condominium unit — or detached, such as a conventional single family home. Other types of detached housing are also possible. For example, a parcel that may have areas delineated as a wetland could maintain the same land use density by clustering detached housing units on smaller parcels (three to four thousand square feet instead of six to seven thousand square feet, as an example), and preserving the wetland area as open space. Zoning codes traditionally make this a complex process. By eliminating "minimum parcel size" and focusing on "maximum development density" instead, the complications associated with clustering can be avoided. The Mt. Shasta General Plan approaches

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 47 of 185 pages

Land Use element

residential development from the perspective of the number of units per acre, not the amount of land area per unit.

a. Community Residential development

High density or multi-family residential development within the planning area include some older projects which tend to contain a small number of units as well as newer larger volume developments. Rezoning of the Central Business District (CBD) fringe for higher density residential development led to numerous smaller multi-family projects. Substantially larger and newer multi-family developments are located to the west of the CBD.

Conventionally, residential development within an City is divided into "multi-family," occasionally "triplex" and "duplex," and "single family residential." These classifications were effective in the days of six percent/twenty year mortgages, unlimited financing of governmental services, and big company jobs-for-life. The economic community has changed substantially over the years. Housing costs are exceeding the income capabilities of most families with two incomes. Net personal income has actually declined in the last decade as high-paying jobs with mills or corporations are eliminated through closures or corporate down-sizing.

In order to achieve an objective of providing decent housing that Mt. Shasta families can afford, a fresh perspective in terms of housing development is proposed. With infrastructure available inside the City limits, it becomes advantageous to make residential lands available for a combination of densities and housing ownership patterns. Some of the options would include conventional single family homes and multi-family development. However, rather than focusing on the *type* of structure or ownership, the General Plan will consider the *density* of housing. This approach will simplify consideration of newer housing concepts and ownership opportunities, such as Planned Unit Developments and cooperative housing ownership.

Criteria used for siting Urban Density Residential will focus on the road classification serving the property proposed for development, the capacity of that road or need for improvements, and the availability of public facilities to serve the property with domestic water and removal of wastewater. Additional considerations that can result in changes in the maximum density may also include the potential for flooding or inundation, the delineation of wetlands, and the location of noise contours.

b. General Residential development

Low density or single family residential development has occurred in the Mt. Shasta area during different periods. Originally, single family residential development took place adjacent to the commercial district along Main Street. Older single family residential neighborhoods still flank Mt. Shasta Blvd. through most of the town. During the post-war

period housing was developed in the outlying area extending westward along Caroline and Carmen Streets and Kenneth Way.

General Residential development is the classification that is used for land that is best suited for conventional detached single family residential development on individual parcels of land. The maximum density is six units per acre of gross land area in this classification. While it is anticipated that most General Residential development will occur in traditional single family detached housing patterns, the use of clustering is permitted.

c. Rural Residential development

Rural Residential development consists of single family housing which is located on larger parcels. As in other rural areas of the State, Mt. Shasta experienced expansion of rural residential development starting in the 1970's. Substantial new low-density residential development took place outside the City limits, notably west of Interstate 5 and in the Eastside area. This included the re-subdivision of the Adams/Jefferson neighborhood within the City and development of Monte Shasta, Shasta Uplands, Sun Mountain Subdivision and numerous other smaller subdivisions north of Lassen Lane. Some rural residential development in the area today is occurring upon the hillsides.

2. Residential lands siting criteria

a. Population density and building intensity

Table E on page 41 shows the maximum densities for Residential lands. Other factors, in addition to or in combination with criteria on Table E, that may cause a closer look at the maximum density on a site-specific basis will include proximity to streams, resource lands, and natural features of the property, such as wetlands or slopes.

b. Density transfer

The concept of density transfer as used in the Mt. Shasta General Plan is similar to density averaging. It applies only within a project area. A simple use of density transfer might be on a 20 acre parcel that has a density of one dwelling per five acres. The density transfer provision in the Mt. Shasta General Plan would allow the property owner to create a number of different types of subdivisions. The maps could depict four five-acre parcels, three 2½ acre parcels and one 12½ acre parcel, or any other combination of not more than four parcels. The parcel sizes and dimensions would have to conform to building, land development, and health codes.

A more traditional density transfer involves the construction of a planned unit development or cluster residential project. In this scenario, the density is transferred to

City of Mt. Shasta General Plan

January 27, 1993

Page 49 of 185 pages

Land Use element

townhomes or patio homes and the remaining land area is retained in joint tenancy or by a homeowner association. The density transfer concept encourages and simplifies clustering in conformance with the land development code and other implementing programs.

Density transfer is a special development privilege. When it is approved, the remaining parcel — whether it is open space or common area — shall be placed in a zoning district called the Existing Parcel Size (X) combining district. This permanent zone, which cannot be revoked, will be used to ensure that the open space remains open.

Density transfer shall be at the City's discretion. The Planning Commission and City Council will need to assess the affects of density transfer on the existing characteristics of a neighborhood. In an area, for example, where there is a predominance of traditional single family home on suburban- or estate-sized lots, allowing attached housing may not be compatible.

3. General Plan objectives and programs

Goal LU-4: Provide opportunities for a broad variety of housing types.

Policy LU-4.1: Facilitate the development of housing in a logical pattern.

Implementation measure LU-4.1(a): Permit higher densities in conformance with the requirements of population density and building intensity reflected in Table E in areas with City services and adequate roads.

Implementation measure LU-4.1(b): Establish lower densities in outlying areas and the unincorporated planning area.

Implementation measure LU-4.1(c): Preclude urban density residential development in the unincorporated planning area.

Goal LU-5: Facilitate the use of clustering to encourage creative site planning resulting in open space areas as a part of new development.

Policy LU-5.1: Allow onsite density transfer to accommodate clustered development without unnecessary or extra permitting requirements.

Implementation measure LU-5.1(a): Amend the Land Development code to allow for the use of onsite density transfer and the use of density rather than minimum parcel size without requiring Planned Development or special permit hearings.

Implementation measure LU-5.1(b): Allow for onsite density transfer as a part of the subdivision process.

Implementation measure LU-5.1(c): If onsite density transfer is utilized, as a part of the overall development approval, amend the land development code to include an automatically applied combining district, the Existing (X) Parcel Size combining district, that defines that the parcel cannot be further subdivided. The "X" zone change is permanent and non-revocable.

Implementation measure LU-5.1(d): Density transfer shall be at the discretion of the City. The development code shall include requirements for Planning Commission approval of density transfer projects and of the size of parcels or other design features of the density transfer project.

H. Commercial Center land use

1. Summary

Mt. Shasta's commercial core was originally developed along and oriented to the Southern Pacific Railroad. As U.S. 99 (now Mt. Shasta Blvd.) was improved, the town extended along the highway alignment. Since the completion of Interstate 5, commercial areas have extended westward toward the freeway.

a. Central Business District — Downtown

The downtown area of Mt. Shasta centers around the intersection of Mt. Shasta Boulevard and Lake Street. The stores in the area are representative of the traditional downtown, providing goods and services to both residents as well as visitors to the area.

b. North and South Mt. Shasta Blvd.

Mt. Shasta Boulevard, prior to completion of Interstate 5, provided the major north-south transportation link through the area. Commercial development extended along the highway from the downtown. This development was less intensive than that found in the downtown and was oriented toward the automobile. Many of the motels, restaurants, and auto-oriented businesses are found along this stretch of the old highway.

City of Mt. Shasta General Plan

January 27, 1993

Page 51 of 185 pages
Land Use element

c. West Lake Street

Most new commercial development in Mt. Shasta has occurred along West Lake Street which was extended west to meet Interstate 5 shortly after completion of the freeway. Commercial development in this area serves the needs of freeway users as well as visitors and local residents. The major shopping center for the area is located on West Lake Street at the Freeway.

d. Other Commercial Development

Other commercial development exists in the planning area providing convenience shopping to local residents. These land uses are scattered throughout the Planning Area.

2. Siting criteria

In the past, communities such as Mt. Shasta have developed a number of classifications for commercial land uses. Sometimes the uses were separated with broad nomenclature like "General Commercial" or "Regional Commercial." Other classifications were created for "Neighborhood Commercial," "Retail Commercial," "Office Commercial," "Visitor Commercial," or similar titles. In small communities, the distinctions between one commercial classification over another is blurred.

Commercial land uses can be viewed in varying degrees of intensity. Some uses are seen as being a problem or a potential nuisance when sited near residential areas, noise sensitive areas, or schools. Other uses providing some goods and services for the area are viewed as compatible with residential areas. The problem that faces a rural community is what makes a commercial use acceptable in one area and not in another.

The General Plan identifies commercial land use sites. It is the role of the development code (such as a zoning ordinance) to define which land uses are allowed and what development standards are acceptable.

a. Location, location, location

General commercial land siting criteria are reflected on Table E on page 41. Other performance standards related to land use characteristics are reflected in the General Plan Objectives and Programs that establish the goals related to commercial land uses. In addition to the criteria in Table E and the implementing programs of this element, site specific factors related to natural resources, available services, and adjoining land uses may have an effect on the building intensity allowed by the Plan.

City of Mt. Shasta General Plan

January 27, 1993

Page 52 of 185 pages

Land Use element

Generally, when a business person seeks to locate a business, the perfunctory expression used for finding the best site is "location, location, location" as the three most important criteria. For the City to define which properties should be placed into the Commercial Center, the criteria are not that different. When using planning terminology, the location-location-location concept becomes the three A's — access, available services, and adjoining use.

Access. As a location issue, access is based on the type of road that will bring customer traffic to a business. Generally, businesses that must draw customers into the store for their ongoing success prefer sites located on streets with high traffic volume. A street carrying heavy traffic is almost always classified as an arterial or major collector. The greater the need for customer traffic, the more important it becomes to site the Commercial Center land use on a road capable of safely handling commercial traffic volume.

Available services. From several perspectives, available services are a location factor. Many Commercial Center land uses require greater larger water and sewer line capacities and demand more electricity and phone service than residential development. Depending on the nature of the business, the size of the services needed may have an effect on where that business can locate. If one or more services are not available in the size or quantity required, the business may incur an expense for extending the service to the site. This can add substantially to the capital cost of starting a business or constructing the building.

Availability of services have another impact on a business' site. If a service line has to be extended past undeveloped parcels or non-commercial uses to reach the selected building site, the entrepreneur may be required to pay for excess capacity in the utility extension (See Explanation 5). Generally, the person requiring the extension pays for the construction cost — including excess capacity — and is then reimbursed for the extra costs as other development occurs. This extra cost at the time of construction can add a burden to the business in terms of the amount of rent paid, funds mortgaged, or the long-term cost of doing business.

Explanation 5: Excess capacity

Excess capacity when referring to the extension of a utility means that the utility extension will be constructed to a size larger than what is needed at the present time. The larger size is constructed in anticipation of meeting future needs in the area. The difference between the size needed today and the actual size being constructed is called *excess capacity*.

Adjoining use. The types of land uses adjoining a Commercial Center parcel can have an impact on the basis of the land use compatibility issue. One type of business, such as a medical office, may be able to blend visually with adjoining residences. However, the use may not be compatible if the office will be large enough to generate more traffic than is usually found in or near a residential neighborhood. A business that tends to be open late at night or early in the morning may not work in a location near residences, but might be appropriately sited at a street intersection with fewer houses around.

City of Mt. Shasta General Plan

January 27, 1993

Page 53 of 185 pages

Land Use element

b. Classifying commercial uses

There are a number of methods as to how the City can address the issues of location and the three A's. These are through the use of a number of different commercial designations, diverse zoning districts, and through the use of conditional use permits.

Traditionally, multiple commercial designations have been used in General Plans. Many communities separate commercial designations into "Local" or "Neighborhood" commercial, "General" or "Regional" commercial, and other hybrid designations, such as "Freeway," "Tourist," or "Office" commercial. In larger cities, especially where terrain and population encourage unconstrained physical growth, these types of land uses may make sense.

In a rural community like Mt Shasta, even though the General Plan defines categories, the zoning ordinance has difficulty in making the distinction between the broad categories of uses. For example, some jurisdictions might allow a "mom and pop store" as a neighborhood commercial use, but not a Seven-11. Uses may have been classified this way in the past, today the economy is changing too quickly for land use policies to maintain the fine distinction between "freeway" commercial and "regional" or "general" commercial.

For example, one use that was never anticipated when most zoning and land use codes were written is the video rental store. This business classification requires high volumes of customer traffic. Zoning tends to treat this as an "other" retail use, placing it in a classification with a clothing store or record store. In actuality, video rental stores have customer traffic more in common with a convenience store than a record store. Traffic comes in surges, usually in the early evening and just before the "late charge" cut-off time. In many communities, siting a convenience market (even without gas pumps) close to a residential neighborhood draws much criticism, but the family-oriented video rental store does not. The traffic patterns are the same, but convenience stores tend to sell products that are considered inappropriate for residential neighborhoods — tobacco and alcohol products.

The traditional approach results in blurred distinctions between land uses. When is a restaurant "visitor commercial" and when is it "general commercial?" At what point is a retail store oriented to "neighborhoods" rather than the "general community?" These questions are not well defined in communities the size of Mt. Shasta. Rather than trying to use yesterday's business categories for tomorrow's economy, the General Plan remains general, and uses broad standards to define where commercial land uses can be located.

Explanation 6: Conditional use permits

A conditional use permit is a development permit that requires approvals by the Planning Commission or City Council, either of which may place conditions on the permit approval.

0 Implementing tools, such as the revised land development code, will define what intensity of commercial uses can go in which specific locations. This approach adds flexibility to changes in the economy and community values.

3. General Plan objectives and programs

Goal LU-6: Encourage customer-oriented businesses in Commercial Center areas.

Policy LU-6.1: Identify lands that are suitable for customer-oriented businesses.

Implementation measure LU-6.1(a): Commercial Center lands shall derive access from a road classified as an arterial or major collector.

Implementation measure LU-6.1(b): Commercial Center lands shall have access to a public water supply and public sewage disposal system.

Implementation measure LU-6.1(c): Prior to the conclusion of the short-term planning period, amend the land development code to establish performance criteria that will assist in the siting of Commercial Center. Include within the amended code standards for the following:

- Intensity of business and types of land uses based on the relationship of the volume of traffic and type of vehicles based on the access road classification.
- Intensity of business and types of land uses based on the existing and proposed land use classifications that adjoin the commercial parcel.
- General definitions to separate those businesses by market and customer segments from areas within the City.

Goal LU-7: Support the economic viability and success of downtown Mt. Shasta.

Policy LU-7.1: Encourage an attractive downtown business center.

Implementation measure LU-7.1(a): Incorporate beautification and design standards for new construction and exterior remodeling for downtown businesses.

Implementation measure LU-7.1(b): Continue supporting the Beautification Committee in its efforts to establish a program to enhance the attractiveness of the Mt. Shasta area.

Policy LU-7.2: Support economic growth in the downtown area.

Implementation measure LU-7.2(a): When reviewing environmental documents concerning construction of Commercial Center facilities of more than forty

City of Mt. Shasta General Plan

January 27, 1993

Page 55 of 185 pages
Land Use element

thousand square feet (major commercial centers) located away from the downtown area. ensure that there is a economic impact analysis provided as a part of the environmental document.

Implementation measure LU—7.2(b): Ensure that alternative sites in the Downtown area are considered prior to approving major commercial center development that may draw traffic and customers away from the central business district.

I. Employment Center lands

1. Summary

The timber industry, agriculture and rail transportation formed the early and important mainstays of the Mt. Shasta area economy. Commercial agriculture has now dwindled. After the 1950 to 1970 boom years, the timber industry has stabilized at a lower levels and is not expected to substantially increase in activity. Major growth in railroad operations is not expected either.

Today the area's economy is largely based upon providing goods and service to residents and visitors to the Mt. Shasta area. According to 1980 census figures retail trade and services provided for 40 percent of the City's employment. Manufacturing employed 14 percent, transportation and public utilities employed 11 percent and government employed 10 percent of the population.

Future economic growth in the area is expected to be strongest in areas associated with recreational development. The prospect of new ski-area development may cause expanded economic growth. The aesthetic and recreational amenities of the Mt. Shasta area will continue to attract new residents needing goods and services. Some businesses will relocate to the area largely because of the amenities offered by living in Mt. Shasta.

2. Siting criteria

Industrial lands are traditionally divided into two classifications, "Heavy" and "Light." This break-down goes back to the days when "heavy industry" had huge smokestacks billowing steam, smoke, or gasses into the sky. "Light industry" was considered "clean manufacturing" because such facilities had no smokestacks. Industry in America does not neatly fit into these categories any longer. Many of the "heavy" industries are closed. Some of the "clean" industries were found to be serious polluters of groundwater rather than the air. Today, the issue of jobs center on what type of employment is feasible in a rural

City of Mt. Shasta General Plan

January 27, 1993

Page 56 of 185 pages

Land Use element

Table F: Employment trends, 1989-1992

Industry	1989	Percent	1990	Percent	1991	Percent	1992	Percent
Total, all industries	14,575		14,575		14,375		14,800	
Total agriculture	925	6.35%	1,050	7.20%	1,100	7.55%	1,100	7.55%
Agriculture production	675	4.63%	725	4.97%	750	5.15%	750	5.15%
Agriculture services	250	1.72%	325	2.23%	350	2.40%	350	2.40%
Total non-agriculture	13,650	93.65%	13,525	92.80%	13,275	91.08%	13,700	94.00%
Service business	550	3.77%	550	3.77%	550	3.77%	575	3.95%
Manufacturing	2,050	14.07%	1,625	11.15%	1,250	8.58%	1,450	9.95%
Timber-related mfg	1,675	11.49%	1,325	9.09%	1,000	6.86%	1,200	8.23%
Other manufacturing	375	2.57%	300	2.06%	250	1.72%	250	1.72%
Service business	875	6.00%	875	6.00%	875	6.00%	875	6.00%
Service business	425	2.92%	425	2.92%	425	2.92%	425	2.92%
Service business	2,500	17.15%	2,600	17.84%	2,650	18.18%	2,750	18.87%
Service business	400	2.74%	400	2.74%	400	2.74%	400	2.74%
Service business	2,525	17.32%	2,625	18.01%	2,700	18.52%	2,800	19.21%
Government	4,325	29.67%	4,425	30.36%	4,425	30.36%	4,425	30.36%
Federal employees	1,175	8.06%	1,150	7.89%	1,150	7.89%	1,150	7.89%
State employees	450	3.09%	450	3.09%	450	3.09%	450	3.09%
Local employees	2,700	18.52%	2,825	19.38%	2,825	19.38%	2,825	19.38%

community, such as Mt. Shasta.

For purposes of the Mt. Shasta General Plan, the term "industrial" lands will not be used. Land area set aside for Primary Employment is the classification. Employment Center land uses not only include the timber industry — such as reestablishing the old mills — but also encompass the new service industry — such as an insurance claims processing center. The basic difference between a commercial use and a Primary Employment use is that the Employment Center does not require intermittent customer traffic in order to be successful. An Employment Center land use has traffic generated by employees during set periods of the day, possibly freight traffic in and out during the day, and occasional visitors or vendors. The Employment Center land use derives the major portion of its financial success from customers who are outside of the area.

General commercial land siting criteria are reflect-

ed on Table E. Other performance standards related to land use characteristics are reflected in the General Plan Objectives and Programs that establish the goals related to commercial land uses. In addition to the criteria in Table E and the implementing programs of this element, site specific factors related to natural resources, available services, and adjoining land uses may have an effect on the building intensity allowed by the Plan.

In today's climate of environmental regulations, most newly constructed industry facilities — no matter what the prior environmental history of the business category — must conform to current standards. For this reason, in terms of air quality and water quality,

City of Mt. Shasta General Plan

January 27, 1993

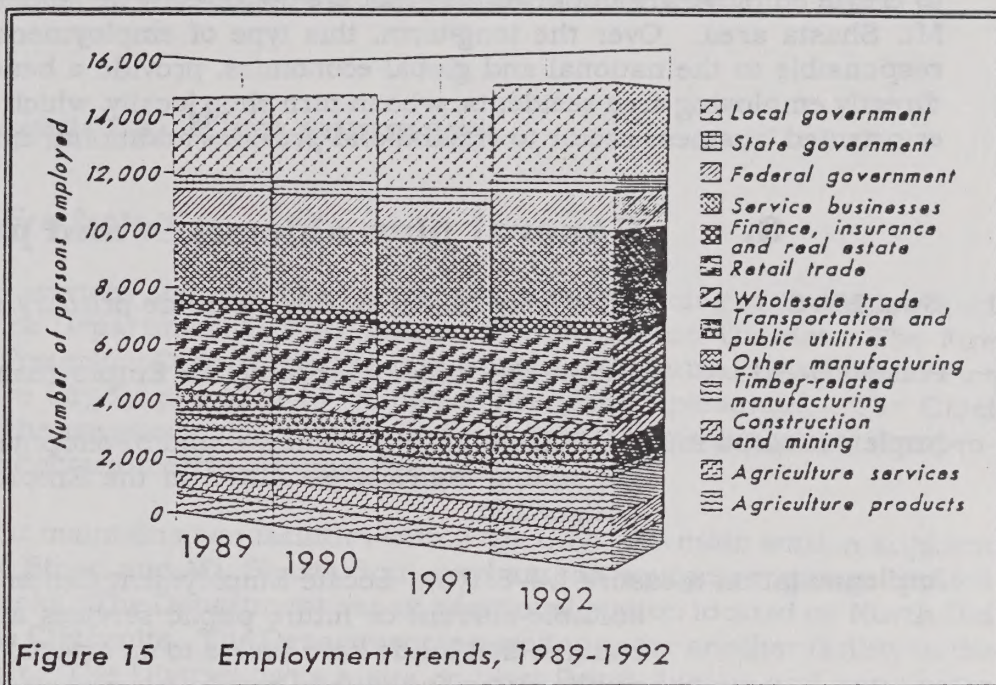
Page 57 of 185 pages

Land Use element

it is feasible for any industry to become a "clean" industry. The major issues associated with siting will then focus on issues of community importance: traffic and access, available facilities, noise, and appearances.

There are many similarities about the land use criteria for siting Commercial Center and Employment Center land uses. The major differences center on transportation and traffic patterns.

Many Employment Center uses need to be able to receive raw materials from suppliers, move a product from the facility to market, and safely mix the transport traffic with passenger traffic. Some larger facilities may even support rail freight. The employees of an Employment Center use tend to work in shifts where all or a mix of employees need to safely travel from home to work to home again.



Employment Center uses that require equipment to perform services or create products may generate substantially more noise on a continuing basis than uses the noise levels of the typical Commercial Center use. Larger Employment Center uses may require exterior storage, warehousing space, or larger land areas than the typical Commercial Center use. In order to accommodate the long-term need to provide for Employment Center land uses, the thrust of the General Plan is to be as flexible as possible.

Because some Employment Center uses may, through design features, be compatible in Commercial Center areas, it is feasible under the provisions of the General Plan in the Objectives and Programs (in §III.I.3 beginning on page 58) that an Employment Center use can be sited on Commercial Center lands. However, the long-term City need for primary employment jobs results in a policy program that discourages Commercial Center-type uses on Employment Center lands. This land retention is important for the City, even if this means that there are tracts of Employment Center land that may not be developed during the short-term planning period or even the intermediate-term planning period. One major

purpose of Employment Center land is to retain adequately-sized tracts of undeveloped land to accommodate the future needs of a larger employer for the area.

Mt. Shasta has a strategic need to ensure that there is land area available within the City to provide for primary employment. The concept of primary employment is not intended to lessen the economic support that employees of customer-oriented businesses provide in the community. The difference is that the Employment Center uses are intended to create employment opportunities that are not directly dependent on the economy of the Mt. Shasta area. Over the long-term, this type of employment in businesses that are responsible to the national and global economies, provide a benefit to the community of directly employing area residents, who in turn shop locally, which allows the local customer-oriented business sector to expand and provides additional employment.

3. General plan objectives and programs

Goal LU-8: Encourage businesses that provide primary employment.

Policy LU-8.1: Establish locations expressly for Employment Center land uses.

Implementation measure LU-8.1(a): Amend the land development code to clearly define the zoning districts permitted in the Employment Center land use designation.

Implementation measure LU-8.1(b): Locate Employment Center land uses in areas with suitable current or future public services and transportation which ensures that lands have access to an arterial or major collector road, public water supply, and public sewer system.

Implementation measure LU-8.1(c): Define Employment Center compatible land uses in the land development code to prevent these land areas from becoming commercially-oriented to the local customer market.

Goal LU-9: Protect the City's long-term need to conserve land area for Employment Center development.

Policy LU-9.1: Identify larger tracts of land with the potential to serve as Employment Center lands, and retain them for future development.

Implementation measure LU-9.1(a): Site Employment Center lands with an emphasis on transportation, land use compatibility, existing and future public facilities and services in conformance with the requirements specified in Table E, Population Density and Building Intensity.

Implementation measure LU—9.1(b): Ensure that project approvals on Employment Center lands continue to meet the goal of providing primary employment for area residents.

J. Public Facilities and Services

1. General Plan summary

a. Fire Protection

Fire protection services and emergency response in the planning area are provided by the Mt. Shasta Fire Department and Mt. Shasta Fire Protection District. The Fire Department and Fire Protection District operate as one unit under mutual agreements. Fire protection services are largely provided by volunteer firefighting personnel. The Chief receives a salary; and the assistant chief, deputy chief and secretary receive partial compensation. Volunteer fire fighters receive minimal fire pay.

The Department maintains two facilities within the City: the main station adjacent to City Hall near Lake Street and Mt. Shasta Boulevard and an equipment garage located west of the railroad tracks. The Department has an additional station located on North Old Stage Road outside the City limits. The Department is negotiating for another facility in the Springhill development. The District owns a site on West Ream Avenue and anticipates building a fire station on the property within one to two years.

Communities are classified with respect to their fire defenses and physical characteristics as a aid to underwriting fire insurance. These classifications are referred to as ISO (Insurance Service Offices) ratings and range from 1 to 10. An ISO rating of 1 is the highest level of fire protection and 10 is the lowest. The City of Mt. Shasta currently has an ISO rating of 5 and the a Planning Area ISO rating of 8.

Future fire protection needs include upgrading equipment and the placement of adequate facilities in relation to current and future development patterns. Some fire protection equipment is becoming dated and needs to be replaced. Also, relocation of the main fire station is being considered due to increasing traffic on West Lake Street and the event of Lake Street being blocked by a train. Other fire protection facilities will be needed as new development occurs in the area.

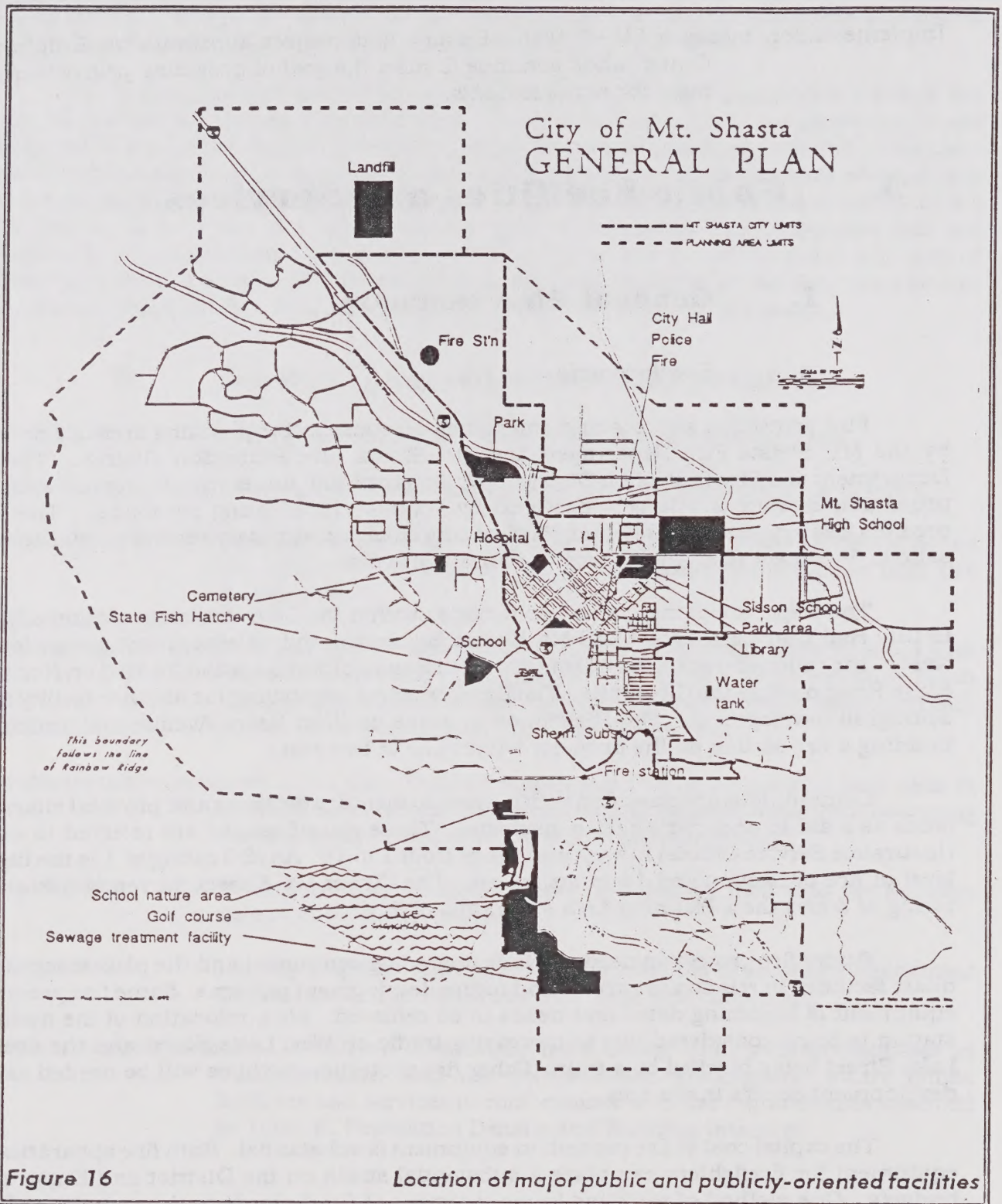
The capital cost of fire protection equipment is substantial. Both fire apparatus and equipment for firefighters can place a substantial strain on the District and Department budgets. One method of assisting in management of fire hazards is through the enforce-

City of Mt. Shasta General Plan

January 27, 1993

Page 60 of 185 pages

Land Use element



City of Mt. Shasta General Plan

January 27, 1993

Page 61 of 185 pages

Land Use element

ment of fire prevention and protection measures. These remedial steps, when combined with a long-term program to update and modernize necessary equipment, result in methods of extending limited available dollars.

Protection of public health and safety from fire hazard is also addressed in the Safety Element beginning in Chapter VI on page 113.

b. Police Protection

Police protection services and emergency response within the City of Mt. Shasta are provided by the Mt. Shasta Police Department. The Siskiyou County Sheriff's Department provides services to the unincorporated area.

The Police Department is located at Lake Street and Mt. Shasta Blvd. The Department is operating at capacity in terms of staffing and office space. Additional police services will be required as the population grows and new commercial development occurs in the area.

The County Sheriff's Department has a sub-station located on Lake Street. This station serves the entire south County area. Staffing at the station is considered adequate at this time.

c. Schools

Education for Kindergarten through eighth grade is provided by the Mt. Shasta Elementary School District. High School education is provided by the Siskiyou Union High School District.

Mt. Shasta Elementary School District: The Mt. Shasta Elementary has two schools: Mt. Shasta Elementary (Kindergarten through third grades) and Sisson School (fourth through eighth grades). The 1991-92 enrollment for the District was 1020 students. The District is in the process of opening nine additional classrooms at Sisson School in 1992-93 and the placement of eleven portable classrooms at Mt. Shasta School.

To offset the costs of expanding the capital facilities to meet growth in the area, the District has adopted a development mitigation fee of eighty cents per square foot for new construction. These funds are used to for maintenance and to match State funding for school construction.

Siskiyou Union High School District: The High School District operates three High Schools. Mt. Shasta High School serves the Planning Area. The 1991-92 enrollment for Mt. Shasta High School was 359 students. The School has a capacity of 560 students. The District also has available capacity at its other two schools. Mt. Shasta High School has

over 80 acres of undeveloped land at the school site. A Master Plan for the site has been completed. The District has adopted a development mitigation fee of 55 cents per square foot for new construction.

d. *Parks and Recreation*

The Mt. Shasta area has an abundance of public open space and recreational lands. National Forest, State Parks and local recreation areas provide a variety of regional and local recreational opportunities. A detailed discussion of park and recreation facilities is incorporated in the Open Space and Conservation element in Chapter V.C. beginning on page 102.

Private recreational developments in the planning area include three recreational vehicle parks. A KOA facility is located within the City limits. Abrams Lake and Chateau Shasta Parks are recreation vehicle facilities in the unincorporated area.

e. *Medical Facilities*

Mercy Medical Center Mt. Shasta is the only general hospital serving southern Siskiyou County. It is sponsored by Catholic Healthcare West, one of the largest Catholic health care systems in the United States. Fully accredited by the Joint Commission of Healthcare organizations, Mercy Medical Center is licensed for 33 acute care beds and 47 skilled nursing beds. The hospital employs 370 people.

Mercy Medical Center has a medical staff of 21, whose expertise covers a broad range of services, such as general surgery, orthopedic surgery, ear, nose, and throat surgery, urology, radiology, family practice, and internal medicine. The emergency room has a doctor on duty 24 hours a day. It has been designated an Emergency Department Approved for Trauma (EDAT). The hospital, in earning this certification, has to make available a surgeon, anesthesiologist, operating room crew, and all support staff to handle a trauma patient. This team must be available within twenty to thirty minutes after an accident.

The hospital has access to an air ambulance for transfer to its sister facility in Redding. The hospital also has facilities for intensive care, coronary care, skilled nursing facility, obstetrical delivery, and an alternative birthing room. Mercy Medical Mt. Shasta also offers other full service in-patient and out-patient facilities.

f. *Solid Waste Management*

Solid waste collection services in the planning area are provided under franchise by John Smith Sanitation of Dunsmuir. Solid waste disposal occurs at the Black Butte Landfill. The landfill is expected to reach capacity around 2002. Recent studies have been made to evaluate the means of extending the life of the landfill. The County has also

City of Mt. Shasta General Plan

January 27, 1993

Page 63 of 185 pages
Land Use element

Investigated the expansion of landfill sites in Weed and McCloud and new sites to accept Mt. Shasta area wastes.

The California Integrated Waste Management Act of 1989 (commonly called AB939) requires all California counties and cities to prepare Integrated Waste Management Plans that include Source Reduction and Recycling Elements (SRRE, pronounced *sorry*). The primary function of the SRRE is to establish a local plan to reduce landfill wastestream volume by 25 percent as of 1995 and fifty percent in the year 2000. The City instituted a pilot recycling program in 1990. The program includes curbside pickup, block recycling, collection centers and source separation. The program has been relatively successful. Source reduction and recycling efforts are expected to help extend the life of the Black Butte landfill.

In June, 1992, the Waste Board awarded a grant to the City to continued the Opportunity Center recycling program. The new grant includes funds to expand the recycling program to include areas of the County and City park and recreation facilities. This results in a greatly expanded effort.

g. Liquid Waste Management

Sewage disposal and treatment systems in the Mt. Shasta area include a regional sewage system and individual on-site septic systems. A regional sewage treatment plant was completed in 1976 and is located approximately one-half mile east of Box Canyon Dam. The plant is fed by a gravity collection system. Secondary treatment of sewage is provided through retention and aeration in four ponds. Treated wastewater is then polished in a series of filters, disinfected and discharged. Treated wastewater is discharged into the Sacramento River from mid-November to the end of April. During the summer months, wastewater is pumped to a disposal field.

The plant operates at approximately 75 percent of capacity and has means of expansion. Existing plant capacity would be sufficient to meet anticipated growth for at least a decade within the City and unincorporated area of Mt. Shasta.

The existing collection system is largely located within the City limits. However, the main interceptor line runs through the unincorporated area along South Old Stage Road to the treatment plant. The capacity of the collection system is sufficient with the exception of the eastern portion of town. The small size of the collection lines in this location may limit growth east of the City limits. Additionally, the Spring Hill area sewer service is provided through the City's facility.

Many of the soils within the planning area present severe limitations for the use of on-site sewage disposal systems. These limitations include the lack of filtration capacity in the coarse soils and areas of high ground water. Extensive unsewered development has occurred west of the existing City limits. Water quality monitoring by the Regional Water

City of Mt. Shasta General Plan

January 27, 1993

Page 64 of 185 pages

Land Use element

Quality Control Board (RWQCB) has indicated that the use of on-site sewage disposal systems in these areas may be contributing to the high bacterial contamination of Wagon Creek.

h. Local Government

The incorporated area of Mt. Shasta is under the jurisdiction of the City. The unincorporated area is the responsibility of the County of Siskiyou. Various special districts in the area provide specific government facilities and services.

The Mt. Shasta City Hall is located near Mt. Shasta Blvd. and Lake Street. The City Hall houses the public works, finance, planning and administrative offices. The Police and Fire Departments are located in a building adjoining City Hall. The City Council Chambers are located above the Police Department.

2. General Plan objectives and programs

Goal LU-10: Develop a five-year capital improvement program.

Policy LU-10.1: Utilize the capital improvement program as a means of keeping pace with the needs of facilities and infrastructure.

Implementation measure LU-10.1(a): During the short-term planning period, prepare and adopt a capital improvements program that projects facility and equipment needs over a rolling five to ten year period.

Implementation measure LU-10.1(b): Review the capital improvements program concurrently with budget preparation each year to measure achievement of program needs.

Implementation measure LU-10.1(c): As each fiscal year concludes, amend the capital improvement program to add a new last year to the document. This will ensure that there is always a five to ten year program being reviewed.

Implementation measure LU-10.1(d): Coordinate capital improvement construction with the County and other special districts to share costs, resources, and efforts.

Goal LU-11: Provide adequate fire protection services.

Policy LU-11.1: Provide fire management services which meet area needs.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 65 of 185 pages

Land Use element

Implementation measure LU-11.1(a): Incorporate fire prevention measures in the land development code for the design and construction of new buildings and facilities, such as sprinklers, fire resistant construction, use of fire resistant vegetation, and other fire protection and defensible space.

Implementation measure LU-11.1(b): Utilize planning and design standards to reduce risk of structural damage from fire. This includes the use of loop roads adequate for all-weather fire apparatus access and evacuation, limitations on the lengths of cul-de-sacs, and elimination of extended drive-ways for "flag" lots.

Implementation measure LU-11.1(c): Amend the City's building code to incorporate fire prevention and wildfire protection measures.

Implementation measure LU-11.1(d): During the short-term planning period, utilize the expertise and experience of area fire fighting personnel to recommend a workable program that can be used to gain public cooperation in protecting property and lives against fire hazards.

Policy LU-11.2: Develop a program to collect funds for upgrading fire fighting apparatus and firefighter equipment.

Implementation measure LU-11.2(a): During the short-term planning period, until the recommendations from fire fighters are submitted and considered by the City Council, begin to collect capital equipment funds through the use of fees on new projects.

Policy LU-11.3: A program shall be create to collect funds for fire protection equipment.

Implementation measure LU-11.3(a): The capital equipment funds collected by fees shall be initiated through an appropriate ordinance that contains provisions to ensure a fair, rational, and equitable distribution of the capital costs for future equipment. Fees shall be determined on a fair and equitable basis.

Policy LU-11.4: Provide adequate fire fighting facilities.

Implementation measure LU-11.4(a): During the intermediate term planning period, or when population growth requires, construct a new fire department branch facility.

Implementation measure LU-11.4(b): The City may utilize collected capital equipment funds for the construction and equipping of additional fire stations.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 66 of 185 pages

Land Use element

Implementation measure LU-11.4(c): Ensure that fire protection facilities and equipment are included in the City's capital improvement plan.

Goal LU-12: Provide adequate police protection.

Policy LU-12.1: Develop programs to ensure adequate police services capabilities.

Implementation measure LU-12.1(a): Maintain the current ratio of sworn police personnel to population as the community continues to grow.

Implementation measure LU-12.1(b): Establish a program to maintain ongoing police personnel training.

Implementation measure LU-12.1(c): Maintain adequate levels of supplies and equipment to serve the needs of the police department.

Implementation measure LU-12.1(d): Coordinate police protection services with the County Sheriff.

Policy 12.2: Provide adequate facilities for the police department.

Implementation measure LU-12.2(a): During the short-term planning period, consider creating a capital facility fund paid for from funds generated by new development as a means of acquiring monies to construct a new police department facility.

Goal LU-13: Support efforts to provide adequate education to all age levels.

Policy LU-13.1: Ensure that the school districts participate in the review of residential development proposals.

Implementation measure LU-13.1(a): Send proposals for new development to the school districts as part of the project application review process.

Goal LU-14: Support efforts to provide adequate medical care for the community.

Policy LU-14.1: Maintain open communications with the health care community.

Implementation measure LU-14.1(a): Using Mercy Hospital as the coordinating agency, seek comments on major development proposals from the medical community.

Implementation measure LU-14.1(b): For large residential, commercial, and employment projects, or proposals that may raise unmitigated health issues, send

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 67 of 185 pages

Land Use element

copies of project applications during the normal review process to Mercy Hospital.

Goal LU—15: Maintain coordinated waste management efforts.

Policy LU—15.1: Keep the Source Reduction and Recycling Element of the County Integrated Waste Management Plan up-to-date.

Implementation measure LU—15.1(a): The City of Mt. Shasta Source Reduction and Recycling Element is incorporated by reference into the General Plan for waste management issues.

Goal LU—16: Maintain a wastewater treatment plant that serves the need of the community.

Policy LU—16.1: Ensure that the growth of the community does not outstrip the capacity of the wastewater treatment facility.

Implementation measure LU—16.1(a): Using the provision of connection fees, ensure that funds are collected to meet long-term capital improvement program needs.

Policy LU—16.2: Require connection to the sewer system for multi-family, commercial, and employment center land uses within the City limits.

Implementation measure LU—16.2(a): As a condition of project or building permit approval, require that all multi-family, commercial, and employment center land uses within the City limits connect to the City sewage disposal system.

Implementation measure LU—16.2(b): Require as a condition of annexation that non-single family residential properties, including already developed properties, connect to the City sewage disposal system.

Goal LU—17: Ensure safe individual onsite sewage disposal systems.

Policy LU—17.1: Work with County Health to ensure that septic systems conform to appropriate standards.

Implementation measure LU—17.1(a): Require approval from the County Health Department for projects requiring individual onsite sewage disposal systems prior to issuing building permits.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 68 of 185 pages

Land Use element

IV. Traffic and circulation element

A. Traffic, circulation and transportation

The Traffic and Circulation Element is more than a broad transportation plan. It also serves as an infrastructure plan regarding the circulation of people, goods, energy, water, sewage, storm drainage, and communications. The Mt. Shasta Circulation Element discusses the general location and extent of existing and proposed roads and streets, terminals, and other local public utilities and facilities, all correlated with the land use element of the general plan. The objective of the Element is to provide a long-term look at how the movement of people, goods, and services within Mt. Shasta will occur. The Element addresses streets and highways, public transit, rail and air transportation, bicycle and pedestrian circulation, and utility facilities.

B. General Plan summary

1. Streets and highways

The vehicular transportation system serving the Mt. Shasta area is comprised of the Interstate 5 freeway, State Highway 89, and local streets. The terms used in the General Plan are defined in Explanation 7 on page 70.

Interstate 5 (I-5) is the principal highway in the Mt. Shasta area, connecting the major cities of the western coastal states. It is a four-lane facility, except for six-lanes on the Sacramento River Canyon and Black Butte Summit grades. The freeway carries an Average Daily Traffic (ADT) of less than 23,000 vehicles. See Table G beginning on page 72 for a list of present and projected traffic volume. The freeway section between Mt. Shasta and Weed approaches 20,000 ADT. I-5 carries substantial truck traffic, varying between 29 percent and 34 percent of all traffic. Recreational traffic is also significant during certain periods of the year. The Interstate highway is well below its designed capacity.

State Highway 89 intersects I-5 within the planning area just south of the City limits. Highway 89 is the principal highway link between the northern freeway corridor, the Reno-

Lake Tahoe area and Interstate 80. Highway 89 carries about 4,500 vehicles per day and is subject to recreational traffic, logging and other truck traffic. The highway operates at below capacity.

Mt. Shasta Boulevard is the principal community arterial street in Mt. Shasta. Formerly a US Highway, the street provides direct access to much of the commercial development in the City. In combination with Lake Street, Mt. Shasta Boulevard is a primary linkage to I-5. Some portions of the street are only at half capacity while in the downtown area the street is near capacity at certain peak times.

Opportunities to accommodate traffic growth on Mt. Shasta Boulevard have been an issue for the City over many years. As an option to relieve traffic congestion and improve downtown traffic flow, the 1987 Circulation Element recommended the formation of a one-way *couplet* using Mt. Shasta Boulevard and Chestnut Street (See Explanation 8) between the north and south ends of Chestnut Street at Mt. Shasta Boulevard. This modification has not been completed due to lack of funds as well as objections within the community.

Explanation 7: Classifications of roads, streets, and highways

Interstate Five (I-5): An interstate highway is a Federal or State designated highway that consists of multiple lanes with opposing traffic separated by a barrier or median. Access is derived exclusively from sanctioned interchanges. There are no traffic signals, stop signs, or cross-traffic. Interstate 5 is not a City General Plan street classification, but is included to identify the highway on the Circulation Map.

Expressway: An expressway is also known as a boulevard. It tends to be a road that runs through an area handling inbound and out-bound local traffic. The expressway may be multiple lanes, depending on traffic volume, and usually has limits on the points of access. Generally, access is controlled and constrained to specific intersections, as opposed to individual driveways. In some areas, parallel frontage roads are used to reach individual parcels or driveways and parking areas on separate parcels are combined to a limited number of access points.

Arterial: An arterial is a major street that is intended to move traffic into and through the Planning Area. An arterial differs from an expressway, in that it generally does not have limitations on the number of access points — although State highways designated as arterials may have limited access points. An arterial road is a work-horse road or "main" street road within a community. Commercial businesses prefer to locate on arterial roads for the exposure to traffic.

Collector: A collector is a street designed to collect traffic, generally in residential areas, to move it from residential streets into the business district. Generally, commercial traffic on collector streets is limited to businesses that do not require exposure to traffic or those that may not even require much walk-in business. Access to the collector tends to be unlimited for each parcel with frontage or easements.

Residential: A residential street may be a street connecting residences to a collector or arterial. However, a residential street is intended for slower traffic as its role is to provide direct access to homes and residential properties. Typically, a residential street is designed to discourage through traffic.

Rural: Rural roads are Residential Roads in the unincorporated County.

City of Mt. Shasta General Plan

January 27, 1993

Page 71 of 185 pages

Traffic and circulation element

Lake Street is another major community arterial. The street connects I-5 and Mt. Shasta Boulevard and serves as a main entry to the City of Mt. Shasta. Lake Street carries an existing traffic load of more than 9,000 ADT east of the railroad. Commercial development lines the entire length of the street resulting in frequent turning movements. The street width varies from two to four lanes between the Freeway and Mt. Shasta Boulevard downtown.

Explanation 8: Couplet

A *couplet* is term that is used to describe converting a pair of parallel two-way streets into a set of one-way streets. A *couplet* increases traffic flow in an area by reducing conflicts between left turns and on-street parking.

Lake Street (east of Chestnut), Everett Memorial Highway, Alma Street, Pine Street, Ream Avenue and Old Stage Road all function as secondary arterial streets within the planning area. Most of these streets are operating well within capacity. Ream Avenue is proposed to have an interchange with I-5 constructed at some undefined date in the future.

Collector streets within the area are also operating within capacity. Some collector streets, such as Washington Drive, McCloud Avenue and Ivy Street have some constraints related to certain portions of these roadways. Although Figure 17 on page 80 shows the classification of all streets, there are some situations in which streets not marked as "collectors" have commercial land use classifications. This lack of a marking is due to the scale of the map when published in the General Plan. All streets with commercial land uses deriving access from the street are classified as a collector. In situations in which there is *existing* (as of December 16, 1992) commercial classification on more than fifty percent of the parcels on one side of a street, that block of the street shall be classified as a collector from the end of the commercial property over the shortest distance to the next collector or arterial street.

Table G shows the data that were accumulated from traffic counts on the streets in the Planning Area. The base or *current* data are used to project the long-term (20 year) *future* traffic projections. From the average daily traffic, a level of service can be calculated. Level of Service (LOS) is a guideline established by the Institute of Transportation Engineers (ITE) as a means to quantifying the subjective measure of traffic tolerance. Rated in grades from A (best) to E (worst), levels of service are based on the increasing amounts of congestion and delay. LOS E represents the full capacity of the road segment with the road unable to carry more traffic. LOS operating conditions are generally perceived as "intolerable."

Effectively, level of service can be explained as a measure of how hard a driver is holding the steering wheel. One hand on the wheel, an elbow on the window edge or elbow rest, the stereo blasting away, and a personal feeling that the road is comfortable for driving can be a colloquial definition of level of service A. As traffic increases and a driver's tolerance of other drivers decreases, a person's tension level increases. The tighter the grip on the steering wheel can be a colloquial measure of the decrease in level of service. For LOS B, a driver might begin sitting forward a little more and start watching other drivers more closely; at LOS C, two hands may be used on the steering wheel and perhaps the

City of Mt. Shasta General Plan

January 27, 1993

Page 72 of 185 pages

Traffic and circulation element

stereo has been turned down: LOS D could be compared to a tightening grip on the steering wheel, and possibly some under-the-breath muttering.

By the time traffic reaches LOS E, driver tension, anger, and frustration is high. It has been intimated that when the steering wheel is bent, traffic has deteriorated to LOS F. LOS F represents jammed conditions caused by traffic ahead being disrupted. Effectively level of service F means that it takes more than an hour for one hour's worth of traffic to move through an area. The ITE has established guidelines for a more technical definition of Level of Service. For the Mt. Shasta General Plan, some terms have been modified and defined in §IV.B.2. Terms Used in the General Plan, beginning on page 74.

Table G *Current and Future traffic volume and level of service*

Road segment and street classification	Current volume	Future volume	Current LOS	Future LOS
Key terminology: <i>Current volume</i> refers to traffic counts that were undertaken for the preparation of the General Plan database between 1988 and 1991. <i>Future volume</i> refers to the anticipated traffic projections using the proposed General Plan land use designations, and an assumption that the credible amount of build-out at the end of the General Plan's lifespan in 2012 will average three percent per year, a cumulative total of a 60% traffic increase. The future levels of service shown in this table are based on level of service without any consideration for future road improvements . LOS means Level of Service. It is a measurement of the comfort level of drivers using the segment of road. <i>Current</i> means the LOS during the traffic counting period and <i>future</i> means at General Plan build-out, or roughly a sixty percent increase in local and regional traffic on average.				
FREEWAY				
Interstate 5	<23,000	50,600	A	C-D
EXPRESSWAY				
State Highway 89	4,450	8,332	B	C
CITY ARTERIAL				
Mt. Shasta Boulevard				
near Wayside Inn	750	1,200	A	A
south of Ream	6,700	10,720	C	D
north of Ream	7,300	11,680	C	D
south of Chestnut	11,200	17,920	C-D	E
Main Street	8,800	14,080	C	E
north of Chestnut	6,000	9,600	B	C
north of Park	2,900	4,640	A	B
Springhill Drive	500	800	A	A
Lake Street				
at Pine Street	8,400	13,440	A	A
east of the Rail Road	9,500	15,200	D	E
Hatchery Road	2,350	3,760	A	A

City of Mt. Shasta General Plan

January 27, 1993

Page 73 of 185 pages

Traffic and circulation element

Road segment and street classification	Current volume	Future volume	Current LOS	Future LOS
COUNTY ARTERIAL				
Lake Street east of Chestnut	1,600	2,560	A	A
Everitt Memorial Highway	1,850	2,960	A	A
Alma Street				
at Pine Street	4,800	7,680	B	C
east of Chestnut	3,000	4,800	A	B
Rockfellow at Washington	1,250	2,000	A	A
Lassen Lane				
West end	1,530	2,450	A	A
East end	3,550	5,680	A	B
Pine Street				
at Alma Street	4,500	7,200	B	C
at Lake Street	4,500	7,200	B	C
Ream Street				
at Mt. Shasta Blvd	1,900	3,040	A	A
east of Old Stage Road	1,700	2,720	A	A
Old Stage Road				
north of Ream	840	1,380	A	A
north of Barr	2,230	3,570	A	B
south of Lassen	1,300	2,080	A	A
north of Lassen	1,820	2,910	A	A
south of Abrams	1,520	2,430	A	A
Abrams Road west of Summit Road	2,250	3,600	A	B
COLLECTORS				
Ski Village				
West end	1,500	2,400	A	A
East end	850	1,360	A	A
Ivy Street at Chestnut	1,050	1,680	A	A
Rockfellow east of Washington	2,000	3,600	A	B
McCloud Avenue				
east of Washington	1,000	1,600	A	A
at Mt. Shasta Blvd	1,500	2,400	A	A
Washington at Lake Streets	1,500	2,400	A	A
Old McCloud at Mt Shasta Blvd	500	800	A	A
Big Canyon Drive	500	1,920	A	A

City of Mt. Shasta General Plan

January 27, 1993

Page 74 of 185 pages

Traffic and circulation element

<i>Road segment and street classification</i>	<i>Current volume</i>	<i>Future volume</i>	<i>Current LOS</i>	<i>Future LOS</i>
Old Stage				
west of Abrams	1,200	1,280	A	A
south of Ream	1,050	1,680	A	A
Pine Grove Road	800	1,280	A	A
Barr Road				
at Old Stage Road	1,750	2,800	A	A
south of Ream	2,050	3,280	A	A

2. Terms used in this element

The Circulation Element, more than any other element, has terminology that is used in the General Plan that may also have other meanings. The purpose of this section is to provide definitions that will be used for the Circulation Element of the Mt. Shasta General Plan. By providing these definitions, issues relating to the Plan's traffic and circulation programs will be measured against these thresholds.

Table H Definitions for the Traffic and Circulation element

For the Mt. Shasta General Plan, the term <i>level of service</i> shall mean a subjective measure of the flow of traffic on a segment of road or through an intersection. Level of Service shall be divided into six classifications or ratings referred to as LOS A through LOS F. Level of Service classifications or ratings shall be based on the criteria established in Table I for <i>segment level of service</i> .
<i>Peak hour</i> means the highest traffic volume as measured in four consecutive quarter hour segments.
<i>Threshold</i> means a quantifiable level established at which a General Plan program or project review requirement is initiated.
<i>Base level of service</i> means segment level of service, peak hour level of service, or intersection level of service that is calculated at the time a project is proposed for development. Base level of service does not mean the level of service in effect at the time that the LOS ratings were established for the General Plan traffic counts between 1988 and 1991.
<i>Degradation of level of service</i> means that the end result of developing a new project will be that the level of service will drop from the base level of service to the next level or lower service rating. For example, a road segment has a peak hour level of service rating of a "C," and a proposed project without mitigation measures will result in the LOS dropping to "D" or lower.

Street segment means the length of a street between its terminus points or between two arterial streets or other identified major dividing point. For example, East Lake Street between I-5 and the railroad tracks is a street segment. Chestnut street north and south of Lake Street is two segments. The segments are based on where traffic counts were conducted in Table G. Because the General Plan is broad in nature, and will result in future traffic studies or assessments prepared for specific projects, the more detailed work may create more precisely defined street segments. These project-specific traffic studies will provide more detailed and current information. A more project-specific traffic analysis or study provides a better means of implementing the General plan. Segments defined in the project-specific studies are more valuable and precise than the broad segment definitions in the General Plan.

3. Level of service

The ability of a street to move a certain number of vehicles during an hour or over the course of a day is called the street's *capacity*. To provide a measure of how convenient-

Explanation 9: Peak hour

Peak hour means the four consecutive fifteen minute periods of the day that have the highest traffic volume on a street or in an intersection. Generally, peak hours occur in the afternoon, but there are both a morning peak hour (Peak_{AM}) and an afternoon peak hour (Peak_{PM}).

ly traffic can move along the road, the measure *Level of Service* is used. Level of service has both technical and colloquial definitions (Refer back to the comments in SIV.B.1 on page 71) that are used in the General Plan. It must be understood that while the Institute of Transportation Engineers provides national-standard *guidelines*, these standards may not be appropriate for a rural, resort-area community, such as Mt. Shasta, because the ITE guidelines are based on national averages.

Level of service used in the General Plan is used in three different and distinct ways in the General Plan. The Plan and its general policies are directed to *segment level of service*, or the relationship of average daily traffic to the capacity of a segment of street between two defined points.

To try to prevent roads from reaching a level in which traffic just doesn't move well from point-to-point, cities establish guidelines at which a street or road is considered to have reached the highest service volumes that are tolerable within a community. At this level, it becomes important for the City to either improve the street to acceptable levels or construct another street to relieve the crowded street. The segment level of service ratings in the General Plan are the indicator of this type problem.

The Circulation Element objectives are designed to establish programs based on the segment levels of service. Table I shows the all day traffic volume (average daily traffic) that

is used to assign the levels of service on Table G for current and future levels of service (columns 4 and 5).

For purposes of the General Plan, degradation of level of service is not a potentially significant environmental issue until the approval of a project will result in the existing level of service dropping to the projected future level of service defined in Table G. For example, if a road has a current level of service of B and a future level of service of D, a project that would result in decreasing level of service from B to C is not considered a significant environmental effect on its face. Dropping the level of service from C to D could be a potentially significant effect that will require additional information submitted with the application to determine if the effect is significant as a part of the initial study.

Table I Segment Level of Service
(Average Daily Traffic)

LOS	2 lane street	4 lane street
A	0-2,700	0-18,300
B	2,701-5,500	18,301-21,000
C	5,501-8,700	21,001-24,000
D	8,701-12,100	24,001-27,000
E	12,101-15,000	27,001-30,000

Source:

Jeffrey E. Clark PE, *Final Traffic Study for West Lake Street in Mount (sic) Shasta City* (Grass Valley, CA: Pacific Traffic and Transportation Engineers, November 12, 1991), Table IV.

4. General Plan objectives and programs

Goal CI-1: Ensure that land development does not exceed road capacities.

Policy CI-1.1: Segment level of service shall be the standard for judging whether a road has adequate remaining capacity for average daily traffic generated by a proposed project.

Implementation measure CI-1.1(a): The annual average daily traffic volume shown on the following two tables shall define segment level of service:

Two lane streets and roads level of service thresholds

LOS	ADT
A	≤ 2,700
B	2,701-5,500
C	5,501-8,700
D	8,701-12,100
E	12,101-15,000

Four lane streets and highways level of service thresholds

LOS	ADT
A	≤ 18,300
B	18,301-21,000
C	21,001-24,000
D	24,001-27,000
E	27,001-30,000

Implementation measure CI-1.1(b): For roads in excess of four lanes, traffic segment levels of service shall be adjusted proportionally to the four lane volume.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 77 of 185 pages

Traffic and circulation element

Policy CI-1.2: Segment level of service "D" shall be the minimum acceptable service level.

Implementation measure CI-1.2(a): Once during each calendar year, the City's Department of Public Works, in cooperation with Caltrans and Siskiyou County shall monitor traffic volume on roads that presently have levels of service of C or D and annually report their findings during the annual review of the General Plan.

Implementation measure CI-1.2(b): When a road segment is found to be approaching Level of Service D — defined as ADT being within ten percent of the highest LOS C traffic volume threshold, the City shall initiate plans for improvements designed for the intermediate and long-term planning periods to increase capacity.

Implementation measure CI-1.2(c): The improvements shall be designed to be initiated by the time traffic volume is approaching Level of Service E, which is defined as being within ten percent of the highest traffic volume for Level of Service D. This program may result in the generation of impact fees as a means of accumulating funds for the improvements caused by private development.

Implementation measure CI-1.2(d): The thresholds of maximum traffic volume of segment levels of service C and D for scheduling these measures shall be:

Table J: Ten Percent Thresholds in Average Daily Traffic

LOS	2 lane	4 lane
C	7,830	21,600
D	10,890	24,300

Implementation measure CI-1.2(e): Streets and roads with a General Plan rating of LOS E shall, during the short-term planning period, be the subject of plans and programs designed to enhance capacity. These programs may result in the generation of impact fees as a means of accumulating funds for the improvements caused by private development. New development shall not use or occupy new structures until the program for improving the road segment to Level of Service D or higher is in place and ready for construction.

Implementation measure CI-1.2(f): Development may occur on streets with existing segment levels of service of E in conformance with the development objectives of this Element defined in Goal CI-2.

Goal CI-2: Balance the need for new development with methods of accommodating increasing traffic.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 78 of 185 pages

Traffic and circulation element

Policy CI-2.1: Review project traffic generation to ensure level of service remains within the City's threshold.

Implementation measure CI-2.1(a): Require that applications for discretionary projects¹¹ include a generalized traffic study providing an estimate for the proposal's average daily traffic.

Implementation measure CI-2.1(b): For roads on which the base segment level of service is rated at A, B, or C, the following standards of review shall apply to project proposals:

- (1) The City shall determine if the proposed project will increase the traffic generated by the subject property by more than ten percent over existing traffic volume. This shall be determined using the system defined in the current edition of the Institute of Traffic Engineers Trip Generation Manual.
- (2) If the traffic generated is equal to or less than ten percent of the average daily traffic on the road, the traffic impact shall be deemed not to be significant, and no further traffic analysis is required.
- (3) If the traffic generated by the proposed project increases the traffic on the road by more than ten percent, or the traffic volume generated by the subject property after development of the proposed project is project to be greater than ten percent of the parcel's existing traffic volume, the proponent shall provide a traffic assessment prepared using accepted engineering standards to show how the project's traffic will fit into the circulation patterns in the area.
- (4) If there are known projects proposed for the same street segment with traffic counts that are not included in the existing average daily traffic counts for the street, the traffic from these projects shall be added into the street segment average daily traffic prior to calculating the ten percent threshold.

Policy CI-2.2: Work to develop methods of accommodating projects without degrading level of service.

Implementation measure CI-2.2(a): In the event that the average daily traffic of the proposal places the segment level of service within ten percent of dropping to Level of Service D as shown in Table J and specified in Table J, or in the event that the road has a level of service of D, the project proponent shall be required to use the services of an appropriately licensed

¹¹/Discretionary projects mean an application for an approval that is granted at the discretion of the Planning Commission or City Council. The meaning is the same as 14 CCR §15357.

traffic engineer to prepare a more detailed traffic study, including an assessment of the impacts of the proposed project on the street's future level of service.

Implementation measure CI-2.2(b): The detailed traffic study shall provide recommendations related to overall improvements — or use improvements recommended in any traffic improvement program prepared by the City — needed in the area to prevent degradation of level of service, and shall also define the proportional share of the improvements that are attributable to the proposed project.

Implementation measure CI-2.2(c): If the road has an existing level of service of E or F, the proponent shall be required to use the services of an appropriately licensed traffic engineer to prepare a more detailed traffic study, including an assessment of the impacts of the proposed project on the street's future level of service.

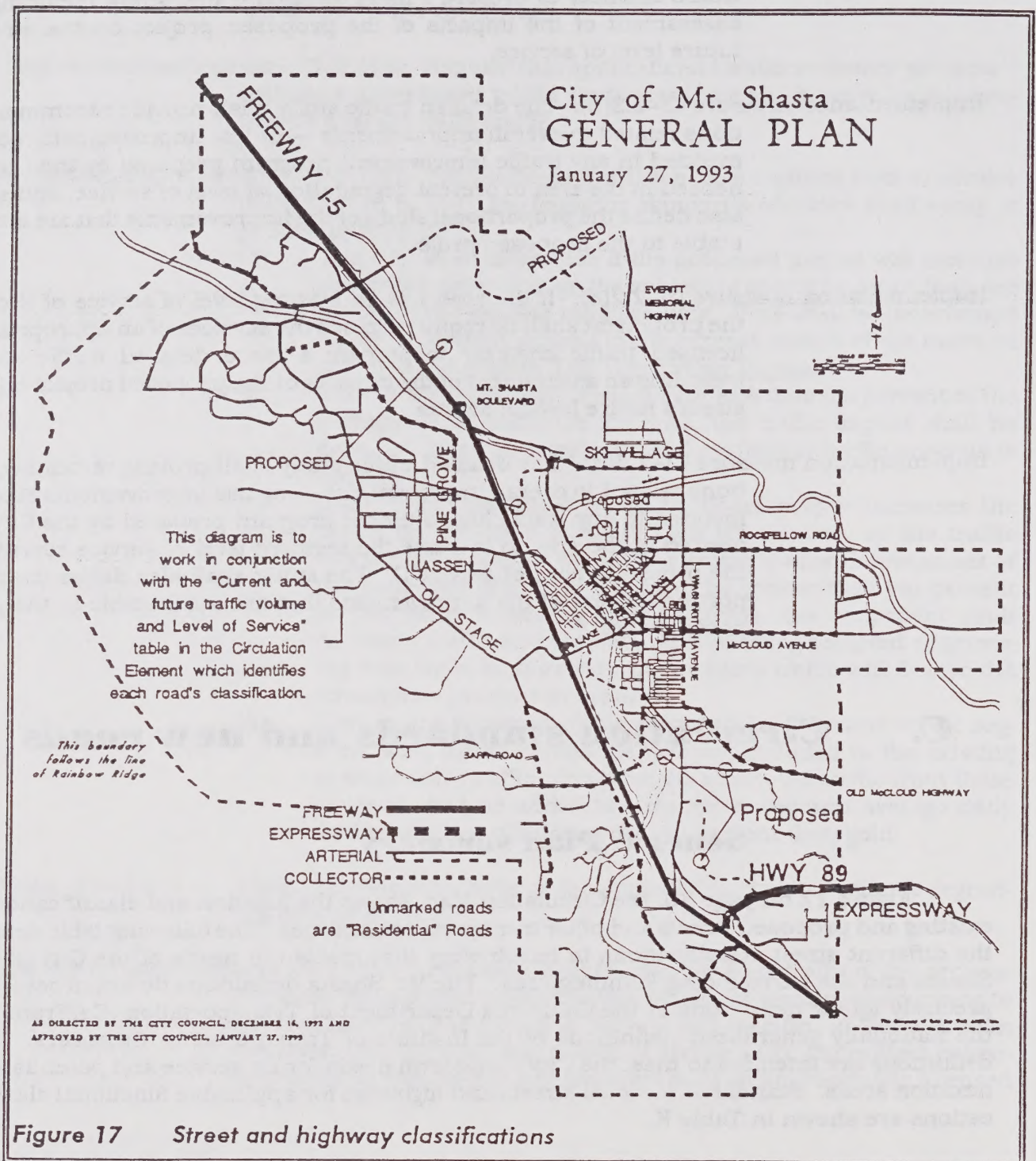
Implementation measure CI-2.2(d): The detailed traffic study shall provide recommendations related to overall improvements — or use improvements recommended in any traffic improvement program prepared by the City — needed in the area to increase the segment level of service served by the project to level of service D. The study shall also define the proportional share of the improvements that are attributable to the proposed project.

C. Circulation standards and new roads

1. General Plan summary

Figure 17 on page 80, the Circulation Map, shows the location and classification of existing and proposed streets and other transportation facilities. The following table defines the different street classifications in terminology that meets the needs of the City of Mt. Shasta and the surrounding Planning Area. The Mt. Shasta definitions do not necessarily precisely follow definitions of the California Department of Transportation (CalTrans) or the nationally generalized definitions of the Institute of Transportation Engineers. The definitions are intended to meet the City's long-term needs for its service and potential annexation areas. Standards for local streets and highways for applicable functional classifications are shown in Table K.

Three new major road segments are proposed in the General Plan. The most northern is in the Spring Hill area. The extension of Spring Hill Drive from the I-5 Inter-



City of Mt. Shasta General Plan

January 27, 1993

Page 81 of 185 pages

Traffic and circulation element

change to the Everitt Memorial Highway is proposed as an arterial. The connection between the I-5 interchange and North Mt. Shasta Boulevard is also proposed for upgrading as an arterial.

Two major collectors are proposed, one connecting West Lake Street with South Mt. Shasta Boulevard near Old McCloud Road. The other would connect South Mt. Shasta Boulevard to Highway 89 east of Mt. Shasta Boulevard through presently undeveloped property on the south end of town.

Table K Street standards

Functional Class	Right-of-Way Width (feet)		
	Lanes	Typical	Minimum
Urban Arterial	2-4	80	80
Rural Arterial	2	80	60
Collector	2	60	60
Local	2	40	50

2. General Plan objectives and programs

Goal CI-3: Ensure that newly constructed roads are built to standards meeting long-term needs.

Policy CI-3.1: Accept roads in the City-maintained road system when constructed to City standards.

Implementation measure CI-3.1(a): When a road is proposed for acceptance into the City-maintained road system, accept the road only when it is constructed to City road standards.

Implementation measure CI-3.1(b): Amend the land development code to establish standards for publicly-maintained and privately-maintained roads.

Goal CI-4: Ensure that new roads to are sited to meet demands of growth.

Policy CI-4.1: Construct, or require construction of identified new roads as development or redevelopment occurs.

Implementation measure CI-4.1(a): When projects are proposed with internal circulation systems or points of access that logically connect to alignments of new or proposed roads, require that the identified roads be constructed to City standards through the property.

Implementation measure CI-4.1(b): If the design of the project requires that portions of the new road be constructed offsite to form a connection, the proponent shall be required to pay a proportion of the offsite costs attributable to the proposed project.

Implementation measure CI-4.1(c): If the cost of the improvements funded by the project proponent are greater than the project's proportional share, the City and proponent may enter into an agreement to collect future impact fees from other projects benefitting from the improvements to be reimbursed to proponent.

Goal CI-5: Abandon streets that serve no public purpose or may be a liability.

Policy CI-5.1: When an application is submitted to abandon a street or easement, review the long term need or liability exposure to ensure that the City has no need for the route.

Implementation measure CI-5.1(a): Utilize the provisions of California law to consider the abandonment of a street or easement for which the City has no use.

D. Parking

1. General Plan summary

Mt. Shasta has established a parking district within portions of the downtown area. The district is responsible for the provision of public parking facilities, beautification and other public improvements. The district is funded by parking fees charged to businesses that cannot provide off-street parking. The City has entered into an escrow agreement to purchase lands for the construction of 165 off-street parking spaces on property owned by the Southern Pacific Railroad. This parking lot will meet the City's long-term downtown parking needs. The City needs to ensure that the offstreet parking facilities are supported and maintained. Funds will be collected through a Downtown Parking District and in-lieu parking fees.

In other areas of the City, there is generally adequate land area to support offstreet parking. New development in these areas must provide adequate parking onsite in order to keep street lanes open for traffic movements.

Explanation 10: In-lieu fees

In-lieu fees are charges imposed on a project established in place of the proponent performing a specific development improvement or in exchange for waiving a requirement. In the context here, a fee is charged to cover the cost of constructing an onsite parking space in place of actually constructing the parking space.

City of Mt. Shasta General Plan

January 27, 1993

Page 83 of 185 pages

Traffic and circulation element

2. General Plan objectives and programs

Goal CI-6: Maintain and enhance downtown parking.

Policy CI-6.1: Continue to encourage offstreet downtown parking.

Implementation measure CI-6.1(a): Utilize the downtown parking district to ensure that there are adequate funds to continue to meet long-term parking needs, and to cover the costs associated with maintenance and upkeep.

E. Transit, Rail and Air Transportation

The Mt. Shasta area is served by public transit and freight trains but does not have aviation facilities within the planning area.

1. General Plan summary

a. Public Transit

The Siskiyou Transit and General Express (STAGE) provides inter-city bus service within Siskiyou County. Connections can be made to Yreka, Weed, Dunsmuir, McCloud, Scott Valley, Montague, Big Springs and the Klamath River area. The system provides nine northbound and seven southbound runs Monday through Friday. STAGE makes two scheduled stops within the City: Mt. Shasta Shopping Center and Mercy Medical Center. STAGE does not have a terminal located in the area.

b. Rail Service

The City is served by two rail lines: the Southern Pacific Railroad (SPRR) and the McCloud River Railroad (MCRR).

The SPRR mainline runs north-south through the City. The single track SPRR line accommodates about 20 trains per day, many of which are 5,500 feet in length. Spur lines are located in the Azalea and Pioneers areas and a small yard area is located between Alma Street and Nixon Road where SPRR's line intersects with the MCRR line.

The MCRR is also a single line through the planning area. It links the SPRR line and Mt. Shasta with other rail lines to the east. This line usually has two trains per week consisting of 5 to 15 cars each.

Two Amtrak passenger trains pass through the City each night. Amtrak currently makes a single stop in Dunsmuir to serve the south County. Amtrak and City officials are exploring the potential for establishment of a terminal in Mt. Shasta.

c. Air Transportation

There are no aviation facilities within the City of Mt. Shasta or vicinity. The nearest airports with scheduled commercial service are located in Redding and Medford, Oregon. Local airports serving light aircraft include the Weed Airport (Siskiyou County) and Mott Airport (City of Dunsmuir).

2. General Plan objectives and programs

Goal CI-7: Encourage continued public transportation in the Mt. Shasta area.

Policy CI-7.1: Support proposals to expand public transportation options.

Implementation measure CI-7.1(a): When City support is requested for expansion or enhancement of public transportation facilities, provide Council support to the efforts through resolutions of support or other appropriate actions.

F. Bicycle and pedestrian circulation

1. General Plan summary

Sidewalks are available within most of the City for pedestrian circulation. Sidewalks are not often provided in the planning area located outside the city limits. The City currently does not have a developed trail system. A number of short, informal trails are located on undeveloped property.

During the preparation of the General Plan, the issue of trails and trail networks was the topic of extensive public comment. While the City's General Plan opinion survey indicated that a trail network was considered a desired community amenity, the early version of the General Plan proposing a trail network across private property was bitterly opposed. Public testimony and correspondence supported the concept that the desire for trails should not result in acquisition of private property — especially residential property — for developing a trail system.

City of Mt. Shasta General Plan

January 27, 1993

Page 85 of 185 pages

Traffic and circulation element

One of the considerations with pedestrian facilities is to ensure that sidewalks or pathways are designed to "go somewhere." Many times, communities will require that there be a sidewalk constructed as a matter of course between a parking lot or building and the street. However, people tend to walk in patterns that create the shortest distance to the destination. For this reason, a uniform "build sidewalks along the street" may not be reasonable in areas where the logical destination of most pedestrians does not follow the street. When a new development is proposed in an area, the City will need to examine pedestrian destinations and safe locations for pedestrian pathways.

Bicycle use within the City is restricted in the winter due to inclement weather. Throughout other parts of the year, bicyclist use the City's bikeway system. This system consists of striped bikeways along major street including Mt. Shasta Boulevard, Lake Street and Alma Street.

2. General Plan objectives and programs

Goal CI-8: Promote pedestrian and bicycle transportation.

Policy CI—8.1: Ensure that pedestrian facilities are follow logical routes designed to serve pedestrian needs and are not constructed as "sidewalks to nowhere."

Implementation measure CI—8.1(a): Amend the development code to require that new sidewalks or pedestrian pathways be constructed for all new development.

Implementation measure CI—8.1(b): When siting sidewalks or pedestrian pathways, the City shall examine where existing facilities are located and if there are other more logical pedestrian patterns that should also be served.

Policy 8.2: Ensure that there are safe bicycle routes.

Implementation measure CI—8.2(a): Amend the development code to require that new bicycle routes be a part of all new development.

Implementation measure CI—8.2(b): When siting bicycle routes or paths, the City shall examine where existing facilities are located and if there are other more logical bicycle traffic patterns that should also be served.

G. Utilities

Utility services provided to the planning area include: water, sewage disposal, storm drainage, electricity, cable television, and telecommunications.

1. General Plan summary

a. Water

The City of Mt. Shasta provides water services within the City limits and to portions of the planning area. The majority of the planning area is served by individual on-site water systems.

The City derives its water from Cold Springs and two wells. Since all the water is from groundwater sources and is of excellent quality, the City does not have treatment facilities. Normal capacity of water supplies is 3.8 million gallons per day (MGD). The City recently purchased Roseburg Lumber's Cold Spring water right of 0.7 MGD.

Average annual water demand is about 1.3 MGD with a peak demand of 3.6 MGD. The entire water system is unmetered.

Water storage is provided by three tanks with a total water storage capacity of 1.2 million gallons. Water is distributed by a network of 4 to 10 inch mains located throughout the City's streets. With the exception of the Adams/Jefferson neighborhood, water pressure is provided by gravity from the Quail Hill storage system. Future water supplies appear to be readily available from additional groundwater sources.

The unincorporated portion of the planning area is largely served by individual on-site water systems. Private water systems serve the Sun Mountain, Monte Shasta and Shasta Holiday subdivisions. In order to provide adequate fire flows to some areas, additional storage, upgrading of mains or connection to the City water system may be necessary. General Plan objectives and programs related to the water system are contained in §III.J of the Land Use Element.

b. Sewage Disposal

Sewage disposal and treatment are discussed in more detail in the Land Use Element. The following summarizes sewage disposal systems in the area. Sewage disposal in the Mt. Shasta area includes a regional sewage system and individual on-site septic systems.

City of Mt. Shasta General Plan

January 27, 1993

Page 87 of 185 pages

Traffic and circulation element

A regional sewage system was completed in 1976 and includes a treatment plant and collection system. The plant is currently operating at 75 percent of capacity. Most of the collection system is located within the City limits.

On-site sewage disposal systems do exist in the planning area outside the City limits. Many of the soils in the area, however, present severe limitations for such systems due to coarse soils and high ground water. General Plan objectives and programs related to the water system are contained in §III.J of the Land Use Element.

c. Storm Drainage

The planning area is topographically divided into five drainage areas: Wagon Creek, Big Springs Creek, Cold Creek, Old Mill Creek and a series of unnamed channels draining the southern portions of the Southside Annexation area.

The Eastside Annexation study indicated that many portions of the City's drainage system are at or near capacity. Impacts of new development, particularly in areas east of the City, will likely require improvements to the storm drainage system.

The City collects a drainage fee from new development for general drainage improvements. However, the City currently does not have a Master Drainage Plan.

d. Electricity

Electrical service in the Mt. Shasta area is provided by Pacific Power and Light Company (PP&L). Power originates from a 115 kilovolt (KV) line in Weed and then is transmitted along a 69 kilovolt line which runs along the west side of the valley. A substation interfaces with this line east of South Old Stage Road. Power is then delivered over a distribution network. PP&L has indicated that its power supply is capable of meeting projected power needs in the area.

e. Telephone

Telephone service is provided to the area by Pacific Bell. Long distances carriers in the area are AT&T and U.S. Sprint.

f. Storm water drainage

The increased development of non-residential uses with large parking areas and a tendency towards leveled pads increases the amount of surface water runoff that enters the drainage system. Stormwater may carry sediment and contaminants that can impact sur-

face water quality. The City is in the process of developing a capital improvements program that will include a stormwater drainage master plan.

The stormwater master plan will need to accommodate not only the general runoff, but also programs for site-specific development to require property owners to establish onsite systems for controlling both the volume and quality of stormwater runoff.

g. Other Utilities

There are no gas, liquid, slurry or other commodity pipelines located in the Mt. Shasta planning area.

H. General Plan objectives and programs

Goal CI-9: Ensure adequate utilities to meet community needs.

Policy CI-9.1: Encourage participation of public utilities in the project review process.

Implementation measure CI-9.1(a): Provide copies of development proposals for the review and comment of public utilities about the capacity to serve the project.

Implementation measure CI-9.1(b): Support efforts by utilities to upgrade and improve service to the Mt. Shasta area.

Policy CI-9.2 Develop public utility master plans for water service, sewage disposal, and stormwater control.

Implementation measure CI-9.2(a): Prior to the conclusion of the short-term planning period (1993-1998), complete the capital improvements plans for City-provided utility services, including water, sewer, and stormwater.

Implementation measure CI-9.2(b): Require that the capital improvements plan that is adopted includes an implementing program with target dates, estimated costs, and methods of financing the programs.

Implementation measure CI-9.2(c): When commercial development is proposed with new parking facilities, require that a site drainage plan be included with permit applications.

V. Open space and Conservation element

The Open Space element and the Conservation Element are required as two of the seven mandatory elements that form the general plan. Because the issues addressed in the two Elements overlap substantially, more jurisdictions combine these two elements than any other General Plan element combination or consolidation.

The Open Space Element deals with any parcel or area of land or water which is devoted to open space use. Open space use includes lands used for natural resources, managed production of resources, outdoor recreation, and public health and safety. Open space lands are shown on the Land Use map Figure 6 as either Resource Lands or Public lands.

The Conservation Element focusses on the conservation, development, and utilization of natural resources including forests, soils, rivers and lakes, fisheries, wildlife, minerals, and other natural resources.

Due to the nature of the State's general plan statutes, a number of common issues are required to be addressed by both elements. In order to reduce duplication, elements of the general plan are permitted to be combined. The combination of the Conservation and Open Space Elements into a single element is customary. The Mt. Shasta General Plan incorporates an action program for each of its elements, these are the specific implementation measures that follow all policies. The implementation measures meet the requirements for an Open Space action program.

State law requires that the City has an open space action plan. The General Plan implementation measures are the Open Space Action Plan. Table M on page 110 consolidates all of the implementation measures that make up the Open Space Action Plan so that they can be easily found.

A. Conservation of Natural Resources

1. General Plan summary

a. Wildlife

The planning area supports a wide variety of wildlife which is adapted to mountain forest and related habitats. The wildlife is comprised of large and small mammals and a variety of birds.

The forest habitat in the area has a variety of large mammals including black bear, black-tailed deer, mountain lion, bobcat, coyote and grey fox. Roosevelt elk sightings are becoming more common in the overall region. Deer winter range areas are limited to the extreme southwest portion of the planning area. Deer fawning areas are located in the eastern portion of the area.

Explanation 11: Open Space Easement Act of 1974

The Open Space Easement Act of 1974 enables a City or County to accept or approve a grant of an open space easement for generally undeveloped land in a relatively natural condition. Eligible lands include wildlife preserves, watersheds, lands of scenic values, and other valuable unimproved lands. Lands under an open space easement receive tax benefits.

A variety of small mammals are also found within the forest. These include squirrels, chipmunks, rabbits and other species. Mink, weasel, raccoon and occasionally otter are found along streams and riparian habitat.

The area supports a variety of bird life. Species include the owl, dove, pigeon, thrush and woodpecker. Raptorial birds are found in the area such as red-tail, sparrow and marsh hawks. Accipiters include the Cooper's hawk, sharp-shinned hawk and goshawk. Brush fields support game birds and riparian areas support migratory songbirds and waterfowl.

Threatened and endangered wildlife species are provided protection by the federal Endangered Species Act and similar state legislation. There are no federal or state listed threatened or endangered species in the planning area with the exception of the Bald Eagle. The Bald Eagle frequents the Lake Siskiyou area.

Whether or not species are endangered or threatened, the diversity of wildlife in the area is an important part of the ecology and recreation visitor environment. As development occurs in the area, a balance must be achieved between accommodating the needs of population growth and maintaining habitat area for wildlife. There are methods by which

City of Mt. Shasta General Plan

January 27, 1993

Page 91 of 185 pages

Open space and conservation element

some non-endangered species can flourish in developed settings. Consideration in the design of projects to maintaining habitat is an important aspect of overall development review.

b. Fisheries

Streams and other surface water resources in the planning area support cold water resident fisheries of varying size and quality. These water resources include the Sacramento River, Lake Siskiyou and the numerous streams traversing the area.

Big Springs and Wagon Creeks have native rainbow and brown trout. The State Fish Hatchery, established in 1888, raises rainbow, brown, brook, Eagle Lake and cutthroat trout. Occasionally, these fish escape from the hatchery and are found within the streams.

Lake Siskiyou is planted with rainbow trout, brown trout, bass, and crappie. Non-game species occurring in the lake include ruffle sculpin, Sacramento sucker, Sacramento squawfish, hardhead and California roach. The Sacramento River below Box Canyon Dam supports rainbow trout and several non-game fish. The portion of the river within the planning area is not stocked.

c. Water resources

Groundwater resources within the planning area originate with snowmelt and rainfall on the upper slopes of Mt. Shasta. The direction of groundwater movement through the area is down-slope and southwesterly, turning southerly near the center of Strawberry Valley. Significant groundwater resources are found within the area.

The planning area is located entirely within the Sacramento River watershed. Surface waters include the main stem of the Sacramento River, below Box Canyon Dam, as well as several tributary streams that drain Strawberry Valley to the River via Lake Siskiyou. Wagon Creek, Big Springs Creek, Cold Springs Creek, Old Mill Creek and several intermittent streams flow through the planning area. Cold Springs is the principal source of water for the City of Mt. Shasta.

The preservation of the watershed is important not only for fish and wildlife, but also to assure continued water quality for persons living in the area. Maintenance of slope stability and vegetation, particularly riparian habitat, is important to the preservation of the watershed. Also, the prevention of water pollution and the regulation of land use including in and near stream channels is necessary to protect groundwater and surface water resources. Grading management and erosion control programs are effective means of providing these protections without infringing upon private property rights.

City of Mt. Shasta General Plan

January 27, 1993

Page 92 of 185 pages

Open space and conservation element

d. Wetlands

Wetlands, once called "bogs," "swamps," or "marshes," have become an issue of national environmental concern. Explanation 12, Explanation 13 lists the official definition. While traditional development patterns have resulted in substantial wetlands areas being filled and developed, there is a substantial record of evidence showing that the destruction of wetlands has major effects on not only fish and wildlife, but also on the availability of game for hunting and fishing. Many organizations of diverse political memberships — among them Ducks Unlimited, the Nature Conservancy, the National Rifle Association, and the Sierra Club — have actively been involved in acquiring and conserving wetlands areas.

The national standard is that there is to be no net loss of wetland acreage as a result of development. This has created a substantial controversy related to what is a wetland and the meaning of "no net loss." A wetlands study was prepared for the City in September, 1990. In addition, the Army Corps of Engineers is in the process of preparing a Special Area Management Plan (SAMP) for the Planning Area. The 1990 study identified candidate wetlands areas shown on Figure 18 on page 94. When the SAMP is completed to the City's satisfaction, it may replace Figure 18 during an administrative update of the General Plan.

Explanation 12: Wetlands

Wetlands are presently defined as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Army Corps of Engineers (ACE), Code of Federal Regulations (CFR) §328.3(b)

The General Plan reflects that if the definition changes in Federal law, the Plan automatically will use the new definition.

During the process of developing the General Plan, the initial concept was to presume that an identified area rated wetlands classification precluded development. Because of the manner in which the Mt. Shasta area has grown on the valley floor, the proposed policies identified substantial tracts of lands that were to be precluded from future development. The public hearing and comment process generated a substantial number of concerns about this approach to the wetlands issue. The presentation in early versions of the General Plan made it difficult or infeasible to verify the designation boundaries or even counter the Plan's designation information that would result in a change in the General Plan.

Another issue of concern was the substantial local regulation being added to wetlands review. Wetlands and development within wetlands is regulated nationally by the Army Corps of Engineers, Environmental Protection Agency, Fish and Wildlife Service, and Soil Conservation Service. In California, wetlands are also regulated directly by the Department of Fish and Game and indirectly by the California Department of Forestry, Regional Water Quality Control Board, Division of Mines and Geology, and Division of Water Rights.

City of Mt. Shasta General Plan

January 27, 1993

Page 93 of 185 pages

Open space and conservation element

There are a number of means by which wetlands preservation can be balanced with the City's stand to also conserve property rights. In place of using the General Plan to lock in wetlands as a land use classification, the objectives and programs will establish a system to take a more detailed look at the generalized identifications contained in the Database.

There are potential wetlands in the Mt. Shasta area, and these lands may result in being a major component of the environment needed to continue to support plantlife, fisheries, and wildlife. The balance is to utilize creative development patterns to allow real wetlands areas to be preserved in concert with private property rights. Clustering residential units and applying open space easements is one method of avoiding impacts to the wetland.

If avoiding the wetland is not possible, there are other methods that are accepted. A property owner may be able to replace the wetlands on the same property by duplicating the existing conditions elsewhere on the same parcel. This method of mitigation is called *in-kind onsite mitigation*. A similar option is to replace the wetlands by duplicating the existing conditions on an adjoining or nearby parcel. This approach is called *in-kind offsite mitigation*. In some cases, it may be more important to enhance habitat rather than replace it in kind. This method of mitigation is called *out-of-kind onsite mitigation*. A fourth method of mitigation involves pooling resources and creating or enhancing a more significant wetlands located elsewhere in the area. This is called *out-of-kind offsite mitigation*.¹²

e. Acquisition of open space lands

The City of Mt. Shasta and County of Siskiyou do not have the financial or personnel resources to acquire, manage, or restore open space areas. There is no relief in the foreseeable future that would allow the jurisdictions to perform these tasks. If California's system of financing local government is reformed between the adoption of the General Plan and its next major review, the City and County may reexamine the need to convert private tax-generating lands to public non-revenue resources. Much of the land surrounding the City is in Federal or State ownership. The percentage of lands retained in public ownership compared to private lands is quite high.

The General Plan does not propose the imposition of fees, nor does it suggest an active program to acquire, manage, or restore open space. The emphasis in the General Plan is to retain open space through creative development patterns, clustering, density controls, and other techniques.

¹²/Karen Theiss, *City of Mt. Shasta Wetlands Inventory* (McKinleyville, CA: Karen Theiss and Associates, September, 1990), pp 5-6.

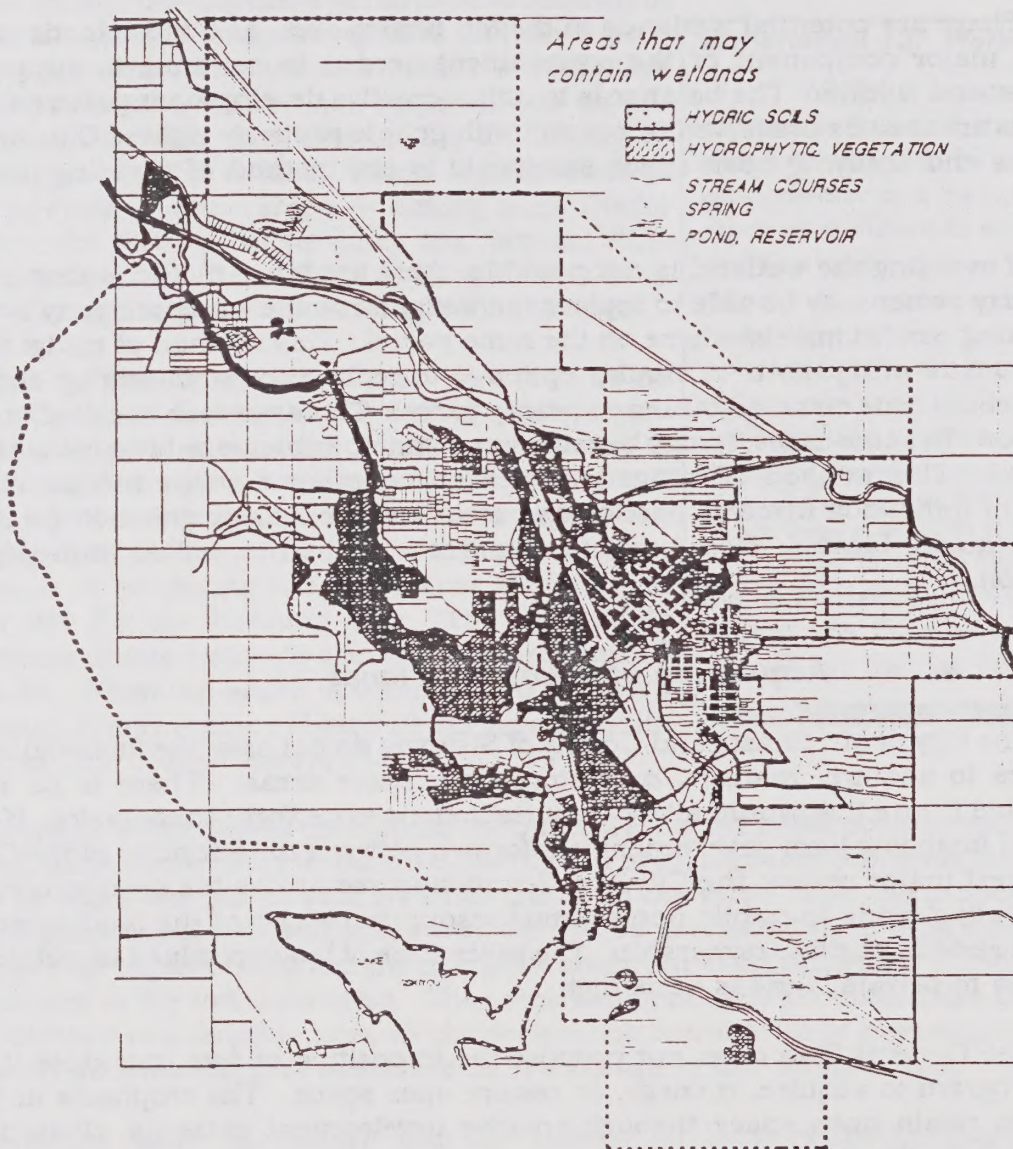


Figure 18 Areas that have been identified with wetlands potential

2. General Plan objectives and programs

- Goal OC-1:** Conserve lands that support important fisheries or wildlife and botanical habitat.
- Policy OC-1.1:** Limit development on lands that provide important fisheries or wildlife and botanical habitat to agriculture and rural density residential.
- Implementation measure OC-1.1(a):** In areas identified as important fisheries, wildlife and botanical habitat, establish a maximum density of one dwelling unit per ten acres of gross land area.
- Implementation measure OC-1.1(b):** In the deer wintering and deer fawning areas, establish a maximum density of one dwelling per twenty acres of gross land area.
- Policy OC-1.2:** Encourage public-private programs to conserve wildlife and botanical habitat.
- Implementation measure OC-1.2(a):** Encourage Federal and State agencies as well as non-profit conservation organizations to work with private land owners to establish programs to enhance and conserve important wildlife and botanical habitat.
- Implementation measure OC-1.2(b):** Encourage voluntary recordation of protective easements by private property owners located in important botanical areas in concert with the provisions of the Open Space Easement Act of 1974.
- Policy OC-1.3:** Require flexibility in development standards to balance both private property rights with the need to conserve wildlife and botanical habitat.
- Implementation measure OC-1.3(a):** When proposals are submitted for development in important fisheries or wildlife and botanical areas, encourage the use of clustered development in conjunction with open space easements to conserve or protect sensitive areas.
- Implementation measure OC-1.3(b):** Encourage the California Department of Fish and Game to identify areas that may be considered by the City as important fisheries or wildlife and botanical habitat.
- Goal OC-2:** Protect riparian habitat along streams in the Planning Area.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 96 of 185 pages

Open space and conservation element

Policy OC-2.1: Require erosion control protection as a part of grading and development plans.

Implementation measure OC-2.1(a): Develop a grading ordinance which will, at a minimum, incorporate:

- standards related to heavy equipment operating within stream channels;
- Sediment and surface runoff management; and
- Erosion control contingency plan.

Goal OC-3: Conserve wetlands areas.

Policy OC-3.1: Work to satisfy state and national wetlands policy.

Implementation measure OC-3.1(a): Submit copies of applications and environmental documents to the State Clearinghouse and California Department of Fish and Game when development is proposed on parcels identified as containing wetlands potential.

Policy OC-3.2: Allow property owners of lands with wetlands to design projects to avoid or mitigate wetlands impacts.

Implementation measure OC-3.2(a): When applications are submitted for development on parcels which are identified as containing wetlands potential, require the proponent to submit a wetlands delineation study prepared by a qualified professional defining the boundaries of the wetlands.

Implementation measure OC-3.2(b): If the wetlands delineation study indicates that development will occur outside of delineated wetlands area, send a copy of the report to the Department of Fish and Game for review and concurrence.

Implementation measure OC-3.2(c): Wetlands delineation study shall include recommendations for feasible mitigation options for consideration by the Department of Fish and Game and the City.

B. Managed Production of Resources

1. General Plan summary

a. Forest Lands

Even though soils in the planning area are highly productive for timber growing, the majority of the valley floor has been converted to developed uses. Residual stands of timber remain in portions of the area but not generally in units large enough to manage for timber production. On the east slope of the valley, many areas have been converted from timberland to brushland by wildfires.

Managed timber resources are located on National Forest lands and private lands in the eastern and western fringes of the planning area. National Forest timberlands are concentrated on Rainbow Ridge, northeast of Springhill and northeast of the I-5 and Highway 89 intersection. South and southeast of Black Butte are isolated areas of federal timber.

Private timberlands are also found on Rainbow Ridge. Small tracts of timber are found in the vicinity of Abrams Lake Road and along Big Springs Creek south of Lassen Lane. Within the City, private timber resources are limited to the area south of the shopping center and north of Ream Avenue.

The State encourages the retention and management of timberlands through the establishment of Timber Preserve Zones (TPZ). Lands under a TPZ classification receive tax and other economic benefits. Private timberlands under TPZ are concentrated on Rainbow Ridge. There are no TPZ lands located within the city limits. TPZ lands are created through contracts under the provisions of the Z'Berg-Warren-Kline-Collier Forest Taxation Reform Act of 1976. There are some TPZ tracts located in the western portion of the Planning Area shown on Figure 19.

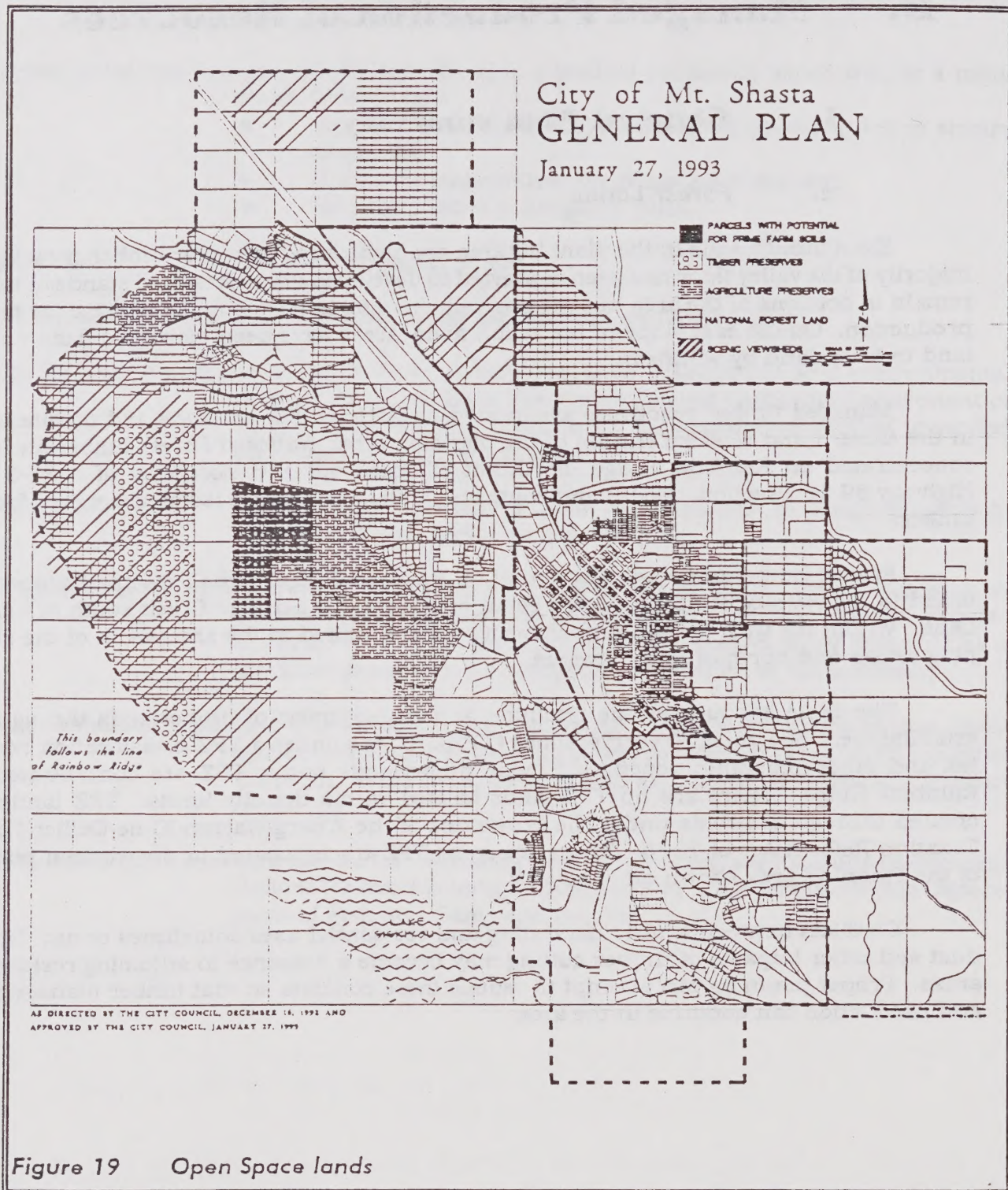
Conflicts between timber harvesting and residential uses sometimes occur. Noise, dust and other impacts of timber cutting may become a nuisance to adjoining residential areas. Proper planning can attempt to reduce these conflicts so that timber management and production can continue in the area.

City of Mt. Shasta General Plan

January 27, 1993

Page 98 of 185 pages

Open space and conservation element



City of Mt. Shasta General Plan

January 27, 1993

Page 99 of 185 pages

Open space and conservation element

b. Agricultural and Range Lands

Agriculture in Mt. Shasta during the early 1900's was the most important economic endeavor. Strawberries, apples, peaches and cherries were cultivated in the area. Today, agricultural operations are limited in both diversity and area. The use of land in the planning area for the grazing of livestock is very limited. Only a few hundred acres of beef cattle grazing are located in the western portion of the planning area.

A few orchards are also located within the area. The decline of agricultural importance in the area is a result of increased development and the consolidation of farming in California's Central Valley. Small portions of the planning area are classified into three categories by the state: "prime farmland, farm of local importance and grazing lands."

Similar to TPZ for timberlands, protection zones are available to grazing and agricultural lands. Under the Williamson Act, land used for agriculture or for open space may be eligible for tax relief. Lands under this act are referred to as "Agricultural Preserves." There are a number Agricultural Preserves within the Mt. Shasta planning area (Refer to Figure 19).

Conflicts between agricultural and residential uses have become an issue in parts of Siskiyou County. Noise, dust and chemical use associated with agricultural operations can cause potential conflicts. State laws protect the "right to farm." Local planning policies can assist in assuring residential uses do not infringe upon existing agricultural practices. Right-to-farm ordinances generally place a priority on preserving properly operating agriculture uses and businesses. It establishes a constructive notice that shows non-agriculture property owners that the agriculture use is the protected use and the non-agriculture use is the intruder. Right-to-farm ordinances have been used throughout California to protect agriculture uses from nuisance lawsuits and pressure to eliminate farm practices that are not compatible with residential uses. The purpose of the ordinance is to establish that residential uses are secondary uses in agriculture areas.

Newer trends in agricultural production uses provide opportunities for smaller scale farms or agribusinesses that may produce food and fibre on smaller parcels with greater attention to passive organic or other farming methods. These types of uses do not have the impacts large-scale intensive corporate or large family farm agriculture that have traditional farming practices of using equipment and chemicals. It makes it feasible to have a commercial scale herb garden or berry farm on parcels not only on Resource Lands but also within Rural Residential and General Residential areas.

c. Mineral resources

Presently, there is only one developed mineral resource area within the Planning Area. The Sousa Ready-Mix facility at the north end of the City represents a construction material mine. The company is also planning on harvesting construction materials from a site at the north end of the Spring Hill project area. The Ready-Mix facility would remain at its Abrams Lake Road location. There are no publicly known economically viable deposits of precious metals in the Planning Area. The State does not identify the Planning Area as containing mineral deposits of statewide significance.

State law requires that as a mineral resource project progresses in its harvest of materials, it must also develop and implement a reclamation program. The purpose of reclamation is to return the land to a future beneficial use. In some sites, this means retaining soils, preventing erosion and escape of contaminated waters, replanting with native vegetation, and returning the area to an appearance of open space. In other locations, reclamation may result in redevelopment of the land for commercial or residential uses.

There is no set rule for reclamation, except that it is required for all mining projects. In 1991, the Division of Mines and Geology presented awards for the best reclamation projects in California. One was the conversion of a quarry into an office park, complete with lakes, streams, and revegetated areas that were entirely constructed from the remains of the quarry. The other award winner was the conversion of a quarry into an artificial wetlands and pond system that was dedicated to the Department of Fish and Game as permanent open space. The more common approach is to regrade the area, add soils, stabilize slopes, and replant vegetation.

2. General Plan objectives and programs

Goal OC-4: Encourage and conserve lands for agricultural purposes.

Policy OC-4.1: Allow agricultural production lands to remain available for agriculture and rural uses.

Implementation measure OC-4.1(a): Establish maximum residential densities of one dwelling per ten acres on agricultural lands.

Implementation measure OC-4.1(b): Encourage retaining lands in agricultural uses through the execution of Williamson Act contracts to create Agriculture Preserves.

Implementation measure OC-4.1(c): Incorporate "right-to-farm" provisions into the revised Development Code for the City, and work with the County to enact a similar provisions for lands in the unincorporated area.

City of Mt. Shasta General Plan

January 27, 1993

Page 101 of 185 pages

Open space and conservation element

Policy OC-4.2: Encourage small-scale farms and commercial gardens in the Planning Area.

Implementation measure OC-4.2(a): In the Land Development Code allow as permitted uses in Rural Residential and General Residential lands small scale farms that do not use heavy equipment, chemical sprays, or result in noise generation exceeding acceptable residential standards, or generate traffic in excess of a normal home business.

Goal OC-5: Encourage and conserve lands for timber purposes.

Policy OC-5.1: Allow timber production lands to remain available for the harvest and replanting of timber resources, as well as rural and recreation uses.

Implementation measure OC-5.1(a): Establish maximum residential densities of one dwelling per ten acres on private timber production lands which are not within a Timber Protection Zone (TPZ).

Implementation measure OC-5.1(b): Encourage retention of timber lands through the execution of contracts to create Timber Preserves and Timber Preserve Zoning under the provisions of the Z'Berg-Warren-Kline-Collier Forest Taxation Reform Act of 1976, which establish a basic 160 acre maximum density for residential development.

Goal OC-6: Ensure an adequate supply of construction minerals and aggregate in the Mt. Shasta area.

Policy OC-6.1: Allow mineral resource lands to be commercially developed for purposes of providing construction material and industrial minerals for the area.

Implementation measure OC-6.1(a): Conserve mineral resource lands by avoiding urban density residential development on surrounding parcels.

Implementation measure OC-6.1(b): Ensure the beneficial reuse of mined lands through the approval and implementation of a reclamation program.

Implementation measure OC-6.1(c): Reclamation plans approved by the City shall be carried out on a phased basis — not deferred to the conclusion of the mining activities — as identified in the application for a mining permit and reclamation plan approval.

Implementation measure OC-6.1(d): No new mining permits shall be issued nor expiring permits renewed without approval of or update to a reclamation plan.

C. Parks and recreation

1. General Plan summary

a. Scenic Areas

The City of Mt. Shasta is located in an area of substantial scenic variety. The landscape includes numerous features of significant aesthetic value, including the glacial-carved features of Mt. Shasta, Castle Crags, Mt. Eddy and the Eddy range. The mountain slopes are densely forested. The slopes gradually, and in some cases abruptly, make a transition to the meadow areas of the Strawberry Valley floor. Refer to Figure 19 for the location of major scenic views.

Views of these mountainous features can be seen from portions of I-5, Highway 89, Everett Memorial Highway and other local roads as well as at stationary positions within the Mt. Shasta planning area. Other scenic features, more immediate to the planning area, include Spring Hill, Quail Hill and Black Butte.

The urban landscape of Mt. Shasta in most cases has replaced the natural environment with streets, buildings and non-indigenous landscaping. The urban landscape can also have scenic and aesthetic value.

Gateways to the community provide an opportunity to shape resident, traveler and visitor impressions of Mt. Shasta. Interstate 5, Highway 89, Abrams Lake Road, Lake Street and Mt. Shasta Boulevard will continue to be the principal entry points to the City.

The City of Mt. Shasta has adopted a Design Review Ordinance which is administered by the Planning Commission. Recently, the City and community groups have made improvements to enhance the appearance of the downtown. These improvements included street trees, sidewalk renovation and a mini-park development.

b. Cultural and Historical Areas

Very little is known about the prehistoric population that occupied the north-central portion of California. Prehistoric archaeological sites have been found along flat terraces of the major water courses in the area. This includes Wagon Creek, Big Springs and Cold Creek, and the now-inundated portion of the Sacramento River at Lake Siskiyou. In addition, prehistoric sites have been found in the foothills above the valley floor.

City of Mt. Shasta General Plan

January 27, 1993

Page 103 of 185 pages

Open space and conservation element

The archaeological record of the native population is also sparse. It is known that the area was settled by the Okwanuchu Indians and used for winter hunting. The native population declined during the Gold Rush era.

The first documented Europeans to reach Mt. Shasta were members of the Hudson's Bay Company. They were engaged in exploration and trapping expeditions in the 1820's. Others followed in the 1830's and 1840's and were usually associated with government sponsored surveys.

The impetus of growth of Mt. Shasta occurred during the gold rush even though gold was not found in the area until the 1890's. Mt. Shasta served as a stopover for gold seekers who traveled down the Old Oregon trail through Shasta Valley. Settlers homesteaded the lush valleys of the mountains. The area where the State Fish Hatchery is today was named Strawberry Valley after the abundance of wild strawberries.

Mt. Shasta's second wave of growth was initiated with the coming of the Central Pacific Railroad in 1886. Early businesses in the area included a tavern, railroad depot, hotel, restaurant, store, blacksmith shop, brewery and many saloons. In 1896, the town sustained a major fire. Very few of the original buildings of the era stand today because of the fire.

In the late 1800's and into the 1900's the area became a center for rapid growth of the lumber industry. Many private sawmills were in operation in the 1850's with larger operations occurring later.

Historic sites are not expected to date earlier than the 1820's. The most likely sites would include old sawmills, wagon roads, historic foundations and other remnants of the early settlement period of Mt. Shasta.

Zones of sensitivity for prehistoric and historic resources are defined for the planning area. Zones of "high" sensitivity are found along Wagon, Big Springs and Cold Creeks. Sensitivity is low in the eastern portion of the planning area and low to moderate throughout the remainder of the area. Areas of cultural resource sensitivity are shown in Figure 6-6 following page 6.39 of the *Planning and Environmental Data Base*, which is incorporated as a part of the General Plan.

c. Parks and Recreation

The Mt. Shasta area is fortunate to have an abundance of public open space and recreational lands. The National Forest, State parks and local parks offer an assortment of recreational opportunities. Parks are shown as Public Lands on the land use maps beginning with Figure 6 on page 32.

City of Mt. Shasta General Plan

January 27, 1993

Page 104 of 185 pages

Open space and conservation element

National Forest lands near the community provide hundred of thousands of acres of open space and recreation. These lands are managed for multiple purposes including recreation, timber management, wildlife preservation and other uses. National Forest lands offer areas for hunting, fishing, hiking, cross-country skiing, sight-seeing and other outdoor recreation uses. Specific recreation areas of the National Forest include: Mt. Shasta Wilderness Area; McBride Spring, Castle Lake and Gumboot Lake Campgrounds; Sand Flat/Bunny Flat and Old Ski Bowl recreation areas, Castle Lake Nordic Center; and numerous other lakes, streams and recreation sites. Trails in the National Forest that serve the Mt. Shasta area include Black Butte trail and various access routes up to Mt. Shasta from Sand Flat, Bunny Flat and the Old Ski Bowl. Refer to Figure 19 for the location of National Forest lands.

Table L Existing park and recreation lands

Facility	Acres	Ac/000
<i>Neighborhood parks</i>		
Mt. Shasta High School	10.0	2.9
Sisson Middle School	11.0	3.2
Mt. Shasta Elementary School	3.5	0.9
Mt. Shasta Youth Baseball	2.0	0.5
Subtotal	26.5	7.7
<i>Community Parks</i>		
City Park	26.0	7.5
Shastice Park	37.0	10.7
Subtotal	63.0	18.2
<i>Regional Parks</i>		
Lake Siskiyou	2,240.0	392.4
DFG Nature Site	10.0	1.8
County Schools Nature Site	10.6	1.9
Subtotal	2,260.6	396.0
Totals	2,350.1	411.7

Neighborhood and community parks, which are intended for City residents are calculated by dividing the acres by 3,459 city population (1990). Regional parks are calculated with Strawberry Valley's population of 5,709 persons (1990). The totals are calculated on the Strawberry Valley population. For this reason, Acres per thousand (Ac/000) cannot be added to recreate the totals.

The proposed Mt. Shasta Ski Area would become one of the principal recreation features of the area. Replacing the Ski Shasta facility which was destroyed by an avalanche in the 1970's, the new ski area may ultimately have seven lifts and serve approximately 4,800 daily skiers.

State parks within the area include Castle Crags State Park and a small site along Big Springs Creek. Castle Crags State Park provides camping, picnicking, sight-seeing and climbing opportunities. Approximately ten acres of land is managed by the State Department of Fish and Game north of the Hatchery. This site has parking and trails.

Siskiyou Lake is a 430 acre lake developed in 1970. The lake is managed by the Siskiyou County Flood Control District. Recreational development around the lake includes a concessionaire-operated campground, boat launch and rental, swimming beach and picnic facilities. The north shore was recently opened for swimming and fishing. The County owns substantial undeveloped acreage around the lake and has approved the development

City of Mt. Shasta General Plan

January 27, 1993

Page 105 of 185 pages

Open space and conservation element

of as a golf course, conference center and other facilities on a portion of its ownership. An eleven acre site at the north shore is owned and maintained by the County Office of Education as a nature area.

Existing public recreation facilities in the Mt. Shasta area are administered by the Mt. Shasta Recreation and Parks District (MSRPD). The District operates Shastice Park and City Park plus uses school district facilities under joint use agreements.

City Park consists of approximately 26 acres owned by the City and leased to the MSRPD. The park facility includes five buildings for meetings, social events and other gatherings. The park also includes picnic areas, nature areas, and a grassed area used for passive use, community music events and other gatherings. Portions of the park site are undeveloped.

Shastice Park consists of about 37 acres and is 20 percent developed. The park has a softball field, tot lot, concession and restrooms. A picnic area is under development and funding has been secured for two tennis courts. The MSRPD has developed a master plan for the site which includes multi-purpose fields and courts, community center, swimming pool and other recreational facilities.

Explanation 13:

Quimby Act

The Quimby Act is a component of the California Subdivision Map Act that allows cities to exact fees or charges in order to ensure there is adequate park land related to new subdivisions.

2. General Plan objectives and programs

Goal OC-7: Preserve areas of significant cultural resources.

Policy OC-7.1: Ensure that appropriate measures are taken to undertaken concerning protection or study of significant cultural resources.

Implementation measure OC-7.1(a): When projects are proposed on lands identified as High Cultural Resource Sensitivity, the application shall be accompanied by a Cultural Resource Reconnaissance and Archival Report conducted and compiled by a qualified archaeologist. If there is a likelihood that cultural resources are present on the site, the City may require field study to determine the location, potential for disturbance, and scope of mitigation.

Implementation measure OC-7.1(b): When projects are proposed on lands identified as Medium Cultural Resource Sensitivity, the application shall be accompanied by an Archival Report compiled by a qualified archaeologist. If there is a likelihood that cultural resources are present on the site, the City may require a field reconnaissance or other similar study to

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 106 of 185 pages

Open space and conservation element

determine the location, potential for disturbance, and scope of mitigation.

Implementation measure OC-7.1(c): The scope of mitigation shall conform to the requirements of the California Environmental Quality Act with an emphasis on avoiding, if feasible, disturbance of the cultural resource. Avoidance may be accomplished by capping the site, if appropriate.

Goal OC-8: Provide park and recreation facilities to meet the growing population of Mt. Shasta.

Policy OC-8.1: Strive to provide neighborhood parks to meet the needs of developing areas.

Implementation measure OC-8.1(a): Require new residential development with densities of three or more dwelling units per acre of gross land area to provide an active play area sized for the project site, or contribute to the cost of a neighborhood park to serve the general vicinity.

Implementation measure OC-8.1(b): Amend the land development code to reflect the play area-neighborhood park contribution requirement.

Policy OC-8.2: Continue to meet community park and recreation needs.

Implementation measure OC-8.2(a): Encourage community and non-profit organizations to develop or operate locally-oriented park and recreation facilities using funds collected through Quimby Act or developer impact fees.

Implementation measure OC-8.2(b): Maintain a ratio of not less than five acres of neighborhood parks per one thousand City population.

Implementation measure OC-8.2(c): Maintain a ratio of not less than five acres of community park land per one thousand City population.

Implementation measure OC-8.2(d): Utilize the provisions of the Subdivision Map Act to collect park capital improvement and acquisition fees from new residential development pursuant to the Quimby Act.

D. Public Health and Safety

1. General Plan summary

Some of the subjects addressed in this section are more fully discussed under the Safety Element. Those subjects include seismic hazards, slope instability, fire hazards and flood plains.

a. Seismic hazards

Seismic issues are addressed in the Safety Element beginning in Chapter VI beginning on page 113. Because seismic hazards are of low risk, it is not necessary to set aside open space lands for seismic hazard protection.

b. Slope Instability

No geologic hazards east of I-5 are known which would cause slope instability. Landslide features do exist west of I-5 near the Shasta-Trinity National Forest along Rainbow Ridge and the Box Canyon gorge. Steeper areas such as Quail Hill and south of Old McCloud Road may also be subject to slope instability. This issue is addressed in the Safety Element in §VI.C.1.b on page 116. There is no need for open space to be retained for purposes of slope instability.

c. Fire Hazards

Fire hazards within the planning area include wildland and structural fires. The risk of wildland fires exist in the timbered areas west of North Old Stage Road and areas immediately east of town which are contiguous to timber and brush lands. This issue is addressed in the Safety Element in §VI.D on page 121. Land use densities and fire safety requirements address the issue of public safety and fire hazards.

d. Flood Plains

Flood hazards in the area are limited to streams and at Lake Siskiyou and Box Canyon Dam. Stream flooding occurs during periods of seasonal high flows and is restricted to the immediate vicinity of the stream. A narrow fringe area around Lake Siskiyou is shown for possible flooding during periods of high precipitation. Also, the Box Canyon area below the lake is subject to flood hazards from excessive precipitation and dam failure. This issue is addressed in the Safety Element in §VI.B on page 113.

City of Mt. Shasta General Plan

January 27, 1993

Page 108 of 185 pages

Open space and conservation element

e. *Water quality*

Water supplies in the planning area are derived from both groundwater and surface water resources. Overall, water quality is considered to be good from both sources. Water quality is also discussed under the topic water resources, in §V.A.1.c on page 91 as a *Natural Resource*.

The quality of groundwater is largely determined by the geologic formation from which the water is derived. Wells located in alluvial, morainal and glacial outwash deposits range in depth from 50 to 150 feet and produce good water quality. Water derived from dense, deeper volcanic deposits often produce higher quality water. Water quality sampling in the planning area have indicated very good water quality with low mineral content, hardness, conductivity and dissolved solids.

The water quality of streams in the area vary. Big Springs Creek has outstanding water quality characterized by cold temperatures, high dissolved oxygen, a near-neutral pH and very low dissolved constituent levels. The creek, however, has experienced periods of fecal coliform contamination and increased levels of sedimentation from upstream construction and gravel extraction activities. The California Department of Fish and Game has expressed concern regarding these periods of reduced water quality and their impacts upon the Hatchery.

Wagon Creek is relatively clear and cold most of the year. This stream has experienced periods of high iron, dissolved solids and occasionally high fecal coliform counts. Water quality information is not available for the other streams within the planning area.

The preservation of the water quality is important not only for persons using the water but also for the protection of fish and wildlife.

f. *Air Quality*

The planning area is located within the Northeast Plateau Air Basin. This area is administered by the Siskiyou County Air Pollution Control District (APCD).

The County is in attainment of national and state air quality standards for all criteria pollutants except fine particulate matter. Sources of particulate matter include major forest fires, slash burning, wood stove use, dust from unpaved roads and sand and gravel operations. Stationary sources of air pollution are regulated by the APCD through a permit process. New regulations are now in effect regarding the emissions produced by new wood stoves. The APCD has not yet prepared an air quality attainment plan for particulate matter as required by the California Clean Air Act.

City of Mt. Shasta General Plan

January 27, 1993

Page 109 of 185 pages

Open space and conservation element

Siskiyou County is very near becoming a non-attainment area for ozone. Vehicular emissions are the primary source of ozone. Ozone is also generated by the use of cleaning solvents, paints and other volatile organic compounds. The critical period for ozone is in the summer months when hot and dry conditions favor formation of ozone. In areas where existing air quality is above standards, Prevention of Significant Deterioration standards are enforced by the U.S. Environmental Protection Agency (EPA). These standards allow a limited amount of deterioration to occur only if pollutant levels do not exceed ambient air quality standards.

2. General Plan objectives and programs

Goal OC-9: Protect the drinking water of Mt. Shasta's residents.

Policy OC-9.1: Maintain a safe drinking water supply.

Implementation measure OC-9.1(a): Comply with drinking water standards.

Policy OC-9.2: Protect the City's drinking water sources from contamination.

Implementation measure OC-9.2(a): When reviewing development proposals for projects with the potential to contaminate drinking water supplies, ensure that the environmental and project review process incorporates appropriate measures to avoid drinking water contamination.

Implementation measure OC-9.2(b): Enforce provisions of the building code requiring anti-siphon devices on non-residential structures to prevent backflow of contaminated water into the drinking water supply.

Goal OC-10: Strive to maintain clean air in Strawberry Valley.

Policy OC-10.1: Work with the County to maintain attainment status in the Planning Area.

Implementation measure OC-10.1(a): Send copies of applications for projects that produce air emissions for review and comment by the Siskiyou County Air Pollution Control District.

Implementation measure OC-10.1(b): Work with the Siskiyou County Air Pollution Control District to implement programs designed to maintain attainment standards.

Implementation measure OC-3.1(c): Require EPA-certified wood stoves to aid in reducing cumulative effects from wood smoke emissions.

City of Mt. Shasta General Plan

January 27, 1993

Page 110 of 185 pages

Open space and conservation element

Table M

Open Space Action Plan

In areas identified as important fisheries, wildlife and botanical habitat, establish a maximum density of one dwelling unit per ten acres of gross land area. ONGOING

In the deer wintering and deer fawning areas, establish a maximum density of one dwelling per twenty acres of gross land area. ONGOING

Encourage Federal and State agencies as well as non-profit conservation organizations to work with private land owners to establish programs to enhance and conserve important wildlife and botanical habitat. ONGOING

Encourage voluntary recordation of protective easements by private property owners located in important botanical areas in concert with the provisions of the Open Space Easement Act of 1974. ONGOING

When proposals are submitted for development in important fisheries or wildlife and botanical areas, encourage the use of clustered development in conjunction with open space easements to conserve or protect sensitive areas. ONGOING

Encourage the California Department of Fish and Game to identify areas that may be considered by the City as important fisheries or wildlife and botanical habitat.

Develop a grading ordinance which will, at a minimum, incorporate:

- standards related to heavy equipment operating within stream channels;
- Sediment and surface runoff management; and
- Erosion control contingency plan.

Submit copies of applications and environmental documents to the State Clearinghouse and California Department of Fish and Game when development is proposed on parcels identified as containing wetlands potential. ONGOING

When applications are submitted for development on parcels which are identified as containing wetlands potential, require the proponent to submit a wetlands delineation study prepared by a qualified professional defining the boundaries of the wetlands. ONGOING

If the wetlands delineation study indicates that development will occur outside of delineated wetlands area, send a copy of the report to the Department of Fish and Game for review and concurrence. ONGOING

Wetlands delineation study shall include recommendations for feasible mitigation options for consideration by the Department of Fish and Game and the City. ONGOING

Establish maximum residential densities of one dwelling per ten acres on agricultural lands. ONGOING

Encourage retaining lands in agricultural uses through the execution of Williamson Act contracts to create Agriculture Preserves. ONGOING

Incorporate "right-to-farm" provisions into the revised Development Code for the City, and work with the County to enact a similar provisions for lands in the unincorporated area.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 111 of 185 pages

Open space and conservation element

Establish maximum residential densities of one dwelling per ten acres on private timber production lands which are not within a Timber Protection Zone (TPZ). ONGOING

Encourage retention of timber lands through the execution of contracts to create Timber Preserves and Timber Preserve Zoning under the provisions of the Z'Berg-Warren-Kline-Collier Forest Taxation Reform Act of 1976, which establish a basic 160 acre maximum density for residential development. ONGOING

Conserve mineral resource lands by avoiding urban density residential development on surrounding parcels. ONGOING

Ensure the beneficial reuse of mined lands through the approval and implementation of a reclamation program. ONGOING

Reclamation plans approved by the City shall be carried out on a phased basis — not deferred to the conclusion of the mining activities — as identified in the application for a mining permit and reclamation plan approval. ONGOING

No new mining permits shall be issued nor expiring permits renewed without approval of or update to a reclamation plan. ONGOING

When projects are proposed on lands identified as High Cultural Resource Sensitivity, the application shall be accompanied by a Cultural Resource Reconnaissance and Archival Report conducted and compiled by a qualified archaeologist. If there is a likelihood that cultural resources are present on the site, the City may require field study to determine the location, potential for disturbance, and scope of mitigation. ONGOING

When projects are proposed on lands identified as Medium Cultural Resource Sensitivity, the application shall be accompanied by an Archival Report compiled by a qualified archaeologist. If there is a likelihood that cultural resources are present on the site, the City may require a field reconnaissance or other similar study to determine the location, potential for disturbance, and scope of mitigation. ONGOING

The scope of mitigation shall conform to the requirements of the California Environmental Quality Act with an emphasis on avoiding, if feasible, disturbance of the cultural resource. Avoidance may be accomplished by capping the site, if appropriate. ONGOING

Require new residential development with densities of three or more dwelling units per acre of gross land area to provide an active play area sized for the project site, or contribute to the cost of a neighborhood park to serve the general vicinity. ONGOING

Amend the land development code to reflect the play area-neighborhood park contribution requirement. ONGOING

Encourage community and non-profit organizations to develop or operate locally-oriented park and recreation facilities using funds collected through Quimby Act or developer impact fees. ONGOING

Maintain a ratio of not less than five acres of neighborhood parks per one thousand City population.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 112 of 185 pages

Open space and conservation element

Maintain a ratio of not less than five acres of community park land per one thousand City population. ONGOING

Utilize the provisions of the Subdivision Map Act to collect park capital improvement and acquisition fees from new residential development pursuant to the Quimby Act.

ONGOING

Comply with drinking water standards. ONGOING

When reviewing development proposals for projects with the potential to contaminate drinking water supplies, ensure that the environmental and project review process incorporates appropriate measures to avoid drinking water contamination. ONGOING

Enforce provisions of the building code requiring anti-siphon devices on non-residential structures to prevent backflow of contaminated water into the drinking water supply.

ONGOING

Send copies of applications for projects that produce air emissions for review and comment by the Siskiyou County Air Pollution Control District. ONGOING

Work with the Siskiyou County Air Pollution Control District to implement programs designed to maintain attainment standards. ONGOING

VI. Safety element

A. Introduction

The Safety Element attempts to provide a means to protect the community from unreasonable risks generally associated with natural or man-made causes. The element also addresses evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures as those items relate to fire and geologic hazards. The fire safety provisions in the safety element should comply with the minimum statewide fire safety standards pertaining to: road standards, signing standards for roads and buildings, private water supply reserves and fuel breaks and greenbelts.

B. Flooding Hazards

1. General Plan summary

Flood hazards in the area are limited to streams and Lake Siskiyou and Box Canyon Dam. The flooding of streams is caused by seasonal flow fluctuations. Any flooding which occurs is in the immediate vicinity of the stream. Flood maps have not been prepared because of this characteristic.

The Federal Emergency Management Agency has not mapped any floodplains in the planning area with the exception of Lake Siskiyou. A narrow fringe area around the Lake is shown for possible flooding. Figure 20 shows the area subject to inundation.

The Box Canyon area below Lake Siskiyou is subject to flood hazards from high precipitation and dam failure. An inundation study prepared for the County indicates portions of the canyon area would be inundated in the event of a dam failure. The study was prepared in 1973 by Olson and Associates Engineering and concluded inundated areas would be confined to the inner canyon area.

City of Mt. Shasta
General Plan

January 27, 1993

Page 114 of 185 pages

Safety element

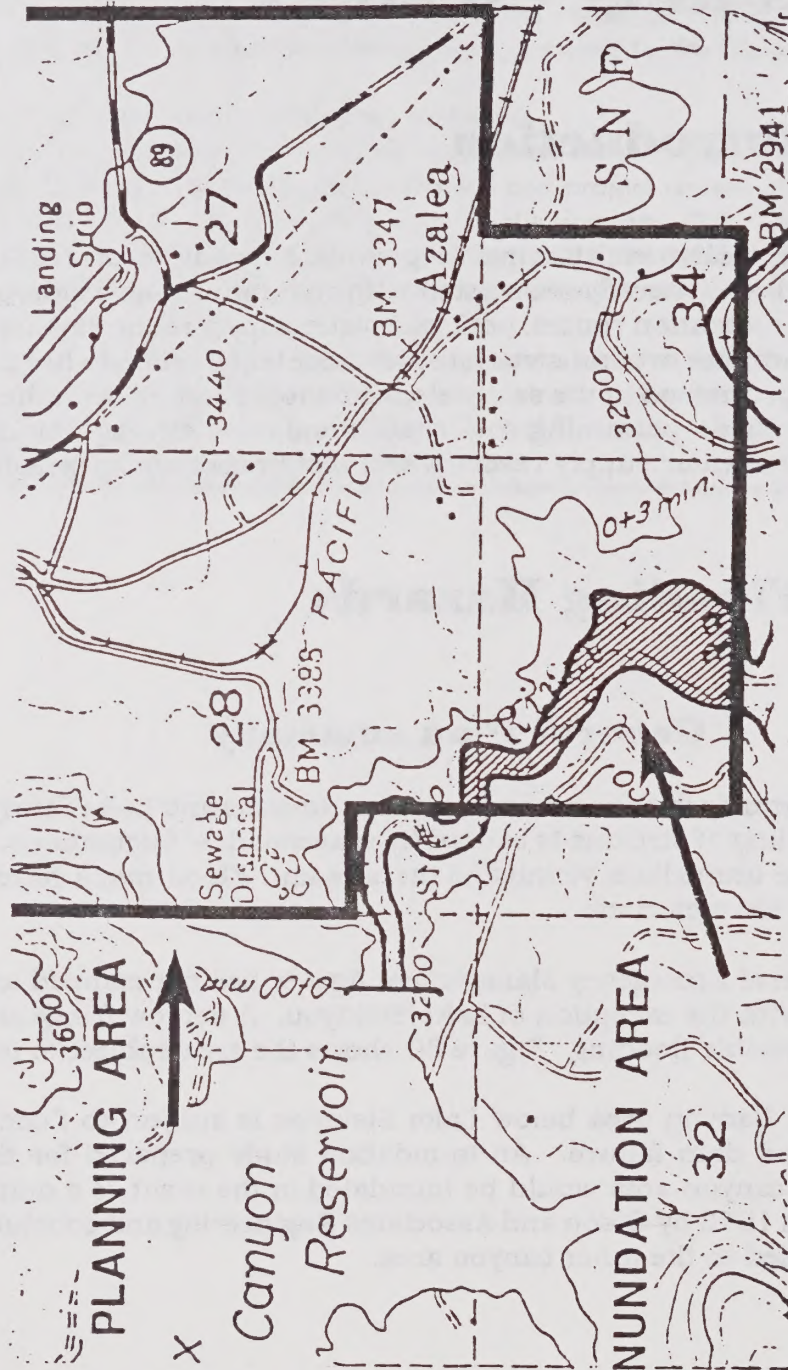


Figure 20 Identified Planning Area flood hazards

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 115 of 185 pages

Safety element

2. General Plan objectives and programs

Goal SF-1: Protect people and property from flooding.

Policy SF-1.1: Identify areas subject to inundation.

Implementation measure SF-1.1(a): Require that the limits of flooding resulting from a one hundred year storm event be shown on all permit site plans where lands may be subject to inundation.

Implementation measure SF-1.1(b): When subdivisions or discretionary permits are sought for lands adjoining streams that have had a history of overtopping the banks, require that an assessment be prepared by a qualified engineer or hydrologist to delineate areas likely to be subject to inundation from a one-hundred year storm event.

Policy SF-1.2: Develop a program to identify areas subject to flooding.

Implementation measure SF-1.2(a): As studies are prepared and submitted for projects, the Department of Public Works shall maintain a file of such reports and maps for public use.

Implementation measure SF-1.2(b): Each year, upon the annual review and update of the General Plan, any boundaries of flood studies prepared during the previous years shall be identified on a City Flood Sensitive Area map, which shall be a part of the General Plan.

C. Geologic Hazards

1. General Plan summary

Potential geologic hazards in the area include seismicity, slope instability and subsistence, volcanism and liquefaction.

City of Mt. Shasta General Plan

January 27, 1993

Page 116 of 185 pages

Safety element

a. Seismicity

Potential hazards induced by seismic activity include ground shaking, volcanic hazards and liquefaction.

Some soils in the planning area may be subject to liquefaction as a result of seismic activity. Soils underlain with glacial outwash deposits consisting of sands may be subject to this condition.

Available literature indicates the planning area is subject to low levels of seismicity and low risk of fault surface rupture. The area is located in a "moderate" seismicity zone with a possible maximum earthquake intensity of VI or VII on the Modified Mercalli Scale. Earthquakes of this magnitude would be noticeable by the public and could cause minor to moderate structural damage. The planning area has been subject to minor earthquakes with no one greater than Richter magnitude 4.0.

There are no known active or potentially active faults in the immediate vicinity of the planning area. A north-south trending fault runs through the top of Mt. Shasta east of the planning area. An east to west trending concealed fault runs westerly from Mt. Shasta to Black Butte. These faults, considering the active volcanic status of Mt. Shasta, are considered potentially active by the California Division of Mines and Geology.

b. Slope Instability and Subsidence

During preparation of the Siskiyou County General Plan reconnaissance mapping was undertaken to identify potential geologic hazards. This mapping revealed no geologic hazards east of Interstate 5 given that slopes are relatively gentle in the planning area.

Mapping of slope instability of areas west of Interstate 5 by the Shasta-Trinity National Forest identified numerous landslide features along Rainbow Ridge and the Box Canyon gorge.

Steeper areas such as Quail Hill and south of Old McCloud Road, although unmapped as to geologic hazards, may be subject to slope instability due to similar geology as Rainbow Ridge.

There are no known subsidence hazards in the planning area. Geologic or hydrologic conditions associated with subsistence are not known to occur in the area. However, some subsidence could result from peat oxidation in wetlands.

City of Mt. Shasta General Plan

January 27, 1993

Page 117 of 185 pages

Safety element

c. Volcanic Hazards

The City of Mt. Shasta lies on the southwestern flank of the Mt. Shasta volcano, a large, historically active eruptive center in the southern Cascade Mountains. Mt. Shasta has erupted at least once every 600-800 years for the past 10,000 years with its most recent eruption over two hundred years ago in 1786.¹³ The potential volcanic hazards to the City's existing Sphere of Influence (See Figure 5 on page 11) have been detailed in geologic literature with most pertinent studies having been completed since the Mount St. Helens (Washington state) eruption in 1980.¹⁴

The Mt. Shasta volcano has a long but irregular record of eruption, with its most recent activity occurring only about 200 years ago. Fumarolic and hot spring activity persist at the summit area which suggests that there may still be a body of molten rock below the surface. The recent eruptive record indicates that Mt. Shasta volcano will erupt again at a time and with a magnitude that are not possible to predict.

The included maps and foregoing discussion outlines the types of hazards that could affect the city of Mt. Shasta and its sphere of influence. Phenomena such as major inundating landslides and enormous lateral blasts are nearly impossible to plan for however the chances of one occurring are remote. Early planning and development of contingency plans in cooperation with local, State, and federal governments is the first step to planning for a potential volcanic eruption. A communication system and plan are essential ingredients of planning for a volcanic eruption.

Evaluation of existing infrastructure systems such as power, telephone, water, sewer, and other utilities; roads, and landing strips for their location and resistance to the effects of various volcanic hazards should be accomplished.

New public or emergency structures should not be constructed at low elevations in the most hazardous areas in order to avoid volcanic hazards. Flowage hazards, such as pyroclastic flows, debris flows, and lavas will require thoughtful zoning to mitigate possible damages and loss of life. Low-lying areas, as with flooding, should be avoided. The generalized channels are identified in Figure 21.

The city of Mt. Shasta lies in the lower portion of a broad pyroclastic and debris fan on the southwest side of the volcano. Cold Creek, Big Springs Creek, and Wagon Creek run

¹³/Robert L. Christianson, *Volcanic hazard potential in the California Cascades*; Martin, R. and Davis, J. (editors), *Status of volcanic prediction and emergency response capabilities in volcanic hazard zones of California* (Sacramento: California Division of Mines and Geology, Special Publication 63, 1982), pp. 41-59.

¹⁴/Dwight R. Crandell and Donald, R. Nichols, *Volcanic hazards at Mount Shasta* (Menlo Park, CA: U.S. Geological Survey, 1987), pamphlet, 21 p.

C. Dan Miller, *Potential hazards from future eruptions in the vicinity of Mount Shasta volcano* (Northern California: U.S. Geological Survey, Bulletin 1503, 1980), 43 p.

along the base of the fan and are a likely channels into which any far-traveled flow would empty. The lower portions of the drainages of Cascade Gulch and Avalanche Gulch are likely pathways for flows to travel into the city of Mt. Shasta. These are shown as the areas marked on Figure 22 on page 119.

Development occurring in these areas may be at risk if a future eruption occurs on the south or west slopes of Mt. Shasta. While it is possible to avoid this impact by pre-

cluding development on more than sixty percent of the private land in Strawberry Valley, the City considered a number of factors in developing its policy program. The predicted eruption interval of six to eight hundred years results in an estimate that Mt. Shasta may erupt by the year 2376. If the City were to preclude development in Zone B on Figure 22, it could be required to compensate property owners. This is a fiscal commitment that is infeasible. The flowage areas are not precisely defined, and are presented as an advisory to property owners suggesting new construction avoid low-lying areas.

Hazards due to volcanic airfall and earthquakes (both tectonic and volcanic) can be reduced by requiring building foundations, walls, and roofs to be properly supported and kept in good repair. Proper geotechnical examinations should assure that foundations are set in well consolidated deposits or hard rock.

Development should be avoided in poorly consolidated substrata, especially those with high water tables, such as marshes, meadows, as well as active river and stream flood plains. Building on the shore of any body of water, such as a lake, should be avoided, as these may be a part of the flowage conduit. Steeply-gabled roofs designed for snow may also be effective for shedding volcanic ash. Flatter-topped buildings should have easy access to the roof and handy shovels to remove debris that might result in excessive roof loads that could cause a structural collapse.

Education of the citizenry, including distribution of pamphlets on the possible volcanic hazards, such as the Crandall and Nichols Report (Refer to Footnote 14 on page 117), can be an important tool as a part of the long term planning goals and emergency

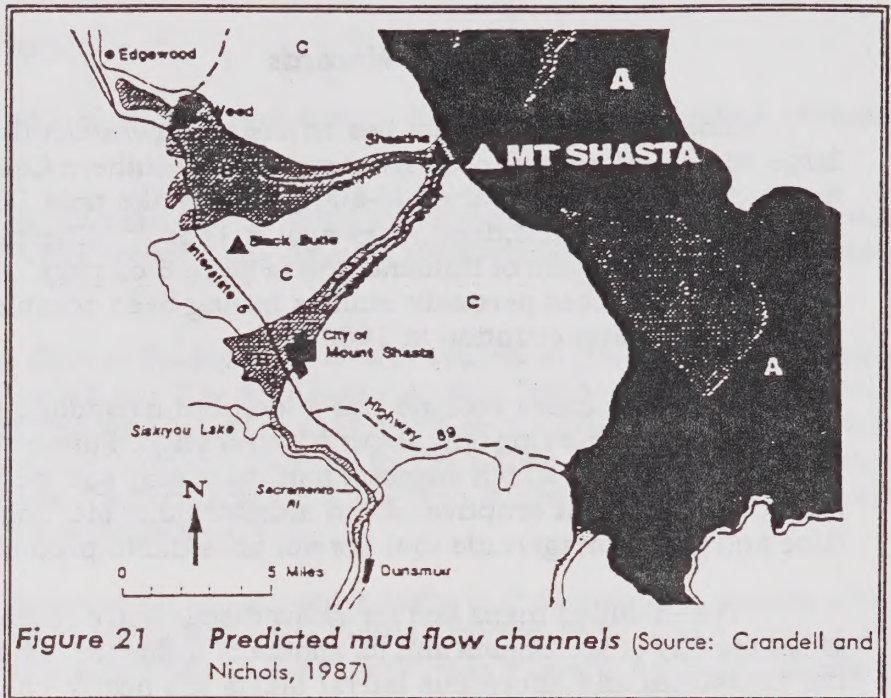


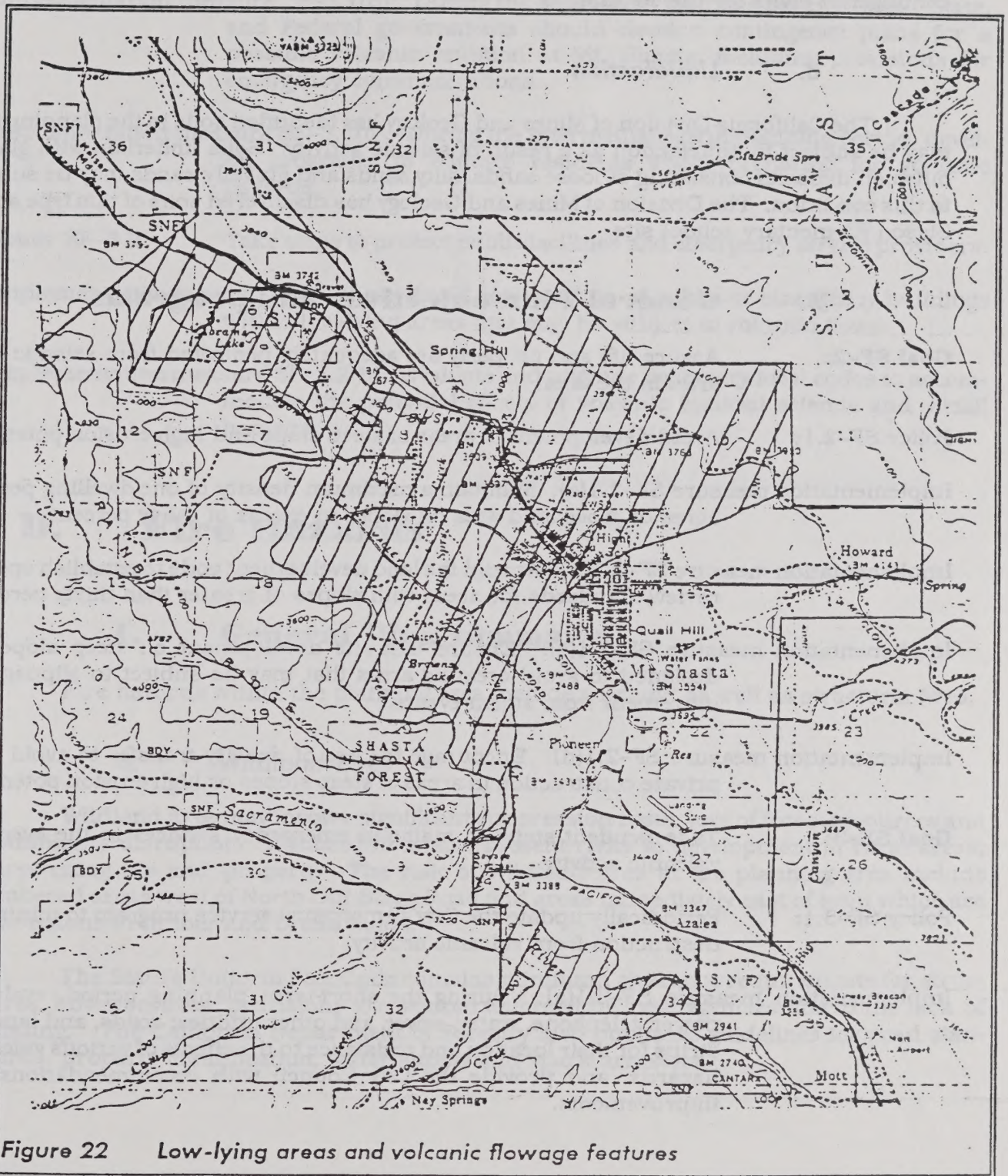
Figure 21 Predicted mud flow channels (Source: Crandell and Nichols, 1987)

City of Mt. Shasta General Plan

January 27, 1993

Page 119 of 185 pages

Safety element



contingency plans for the community.

d. Liquefaction

The California Division of Mines and Geology has identified soils in the planning that may be subject to liquefaction as a result of seismic activity. Soils underlain with glacial outwash deposits consisting of loose sands, silty sands and gravelly sands may be subject to this condition. The Division of Mines and Geology has discovered soils of this type at the Sisson Elementary school site.

2. General Plan objectives and programs

Goal SF-2: Assure life and property are adequately protected from seismic hazards in the area.

Policy SF-2.1: Avoid development in areas of steep slope and high erosion potential.

Implementation measure SF-2.1(a): Maintain a maximum density of one dwelling per ten acres of gross land area on slopes in excess of thirty percent.

Implementation measure SF-2.1(b): Amend the land development code to establish special review standards for areas with slopes of greater than thirty percent.

Implementation measure SF-2.1(c): Ensure that site development on steep slopes is designed to avoid creating areas that may be subject to slippage or movement from storm events.

Implementation measure SF-2.1(d): Encourage the use of density transfer to avoid new private construction in areas of steep slopes or high erosion potential.

Goal SF-3: Take prudent steps to maintain emergency services in the event of volcanic activity.

Policy SF-3.1: Periodically update the City's emergency service program to minimize destruction from volcanic activity.

Implementation measure SF-3.1(a): During the short-term planning period, evaluate power, telephone, water, sewer, and other utilities; roads, and landing strips for their location and resistance to the effects of various volcanic hazards, and provide the City Council with recommendations for improvements.

City of Mt. Shasta General Plan

January 27, 1993

Page 121 of 185 pages

Safety element

Implementation measure SF-3.1(b): During the short-term planning period, Local, State, and Federal governments should develop contingency plans for a possible volcanic eruption at Mt. Shasta, including provisions for emergency communications.

Implementation measure SF-3.1(c): During the intermediate-term planning period, develop programs to educate residents about preparing for volcanic hazards.

Policy SF-3.2: Take steps to protect public facilities and emergency service providers.

Implementation measure SF-3.2(a): Avoid construction of public or emergency buildings within low-lying areas that may be subject to volcanic flows.

Implementation measure SF-3.2(b): Evaluate and upgrade necessary local codes to accommodate the potential effects of volcanic induced seismic and airfall hazards.

D. Fire Hazards

1. General Plan summary

Fire hazards within the planning area include wildland as well as structural fires.

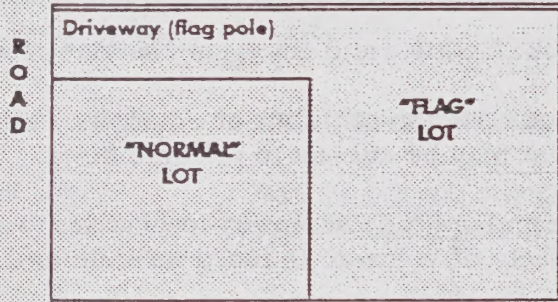
a. Wildland Fires

Wildland fires may involve significant suppression costs, loss of forest resources and community disruption. Wildland fires also present risks to development in rural areas, threatening life and property. The risk of wildland fires in the planning area include timbered areas west of North Old Stage Road and areas immediately east of town which are contiguous to timber and brush lands.

The State's Uniform Fire Code contains minimum clearance requirements for structures, however, these provisions are seldom enforced by local agencies due to the lack of funding. The California Department of Forestry also publishes guidelines for road standards, property identification, water supply and spark arrestors.

Explanation 14: Flag lots

Flag lots are a term that applies to parcels that are designed in tandem with another parcel, where one parcel has "normal" road frontage, and the other parcel derives its access from a narrower than normal strip as long as the front parcel is deep.



b. Structural Fires

Structural fires involve the provision of adequate response time, water supply and fire equipment and personnel. In areas served by City water, hydrant availability, flow and pressure are generally adequate for fire fighting purposes. Access to development in the planning area is generally adequate with the exception of "flag lots." In addition, winter snow conditions and the rail crossings sometimes delay access.

The Uniform Building Code (UBC) provides for such things as fire wall standards and sprinkler systems in certain types of new buildings.

c. Fire management and prevention issues

In response to the Oakland Hills fire and a series of devastating fires in the rural foothills, California law has been undergoing a number of revisions and updates as the Legislature, California Department of Forestry, and Fire fighting organizations undergo a soul-searching means of protecting property and life from fire danger.

Sometimes simple steps initiated at the City level can provide assistance. This includes requirements for readily-visible street addresses, maintaining public street signs and ensuring that owners of private roads do the same, and the use of fire breaks. Construction standards, such as prohibiting flammable roofing materials, encouraging the use of residential sprinkler system, and ensuring that new developments have adequate pressure to serve fire hydrants are among the simpler steps that can be implemented. Other key issues are the lengths of cul-de-sacs, flag lots, and quality of access.

The Mt. Shasta water system is considered adequate to handle foreseeable peak water supply needs. The system has received favorable consideration during the Insurance Services Office rating process. Also, the system was supplemented by the additional of a new well and 500,000 gallons of reserve storage.

City of Mt. Shasta General Plan

January 27, 1993

Page 123 of 185 pages

Safety element

2. General Plan objectives and programs

Goal SF-4: Protect property and life from fire hazard.

Policy SF-4.1: Update City codes to provide for fire protection.

Implementation measure SF-4.1(a): Amend the City's building code to incorporate fire prevention and wildfire protection measures.

Implementation measure SF-4.1(b): During the short-term planning period, utilize the expertise and experience of area fire fighting personnel to recommend a workable program that can be used to gain public cooperation in protecting property and lives against fire hazards.

Implementation measure SF-4.1(c): Require street and address signs to be clearly and legibly displayed for all streets and structures in the City.

Implementation measure SF-4.1(d): Amend the land development code to require adequate fire suppression water supplies for all new development, other than the construction of a single family home on an existing single family parcel.

Implementation measure SF-4.1(e): Require a minimum fire break that complies with state standards to surround all structures.

Policy SF-4.2: Ensure development standards that provide for fire protection.

Implementation measure SF-4.2(a): Avoid individual driveways of more than seventy-five feet in length by requiring as a condition of building permits extra width or mandating a paved, all-weather surface for longer driveways.

Implementation measure SF-4.2(b): Amend the land development code to require cul-de-sacs serving individual parcels with a length of more than three hundred feet be wide enough to allow for incoming and outgoing vehicles during a fire emergency. The minimum paved width shall be twenty-feet with two four foot shoulder areas.

Implementation measure SF-4.2(c): Amend the land development code to require special fire agency approvals for any new cul-de-sac to have a length greater than one-quarter of a mile. The City may deny a road design on the basis of single access point and length of cul-de-sac.

Implementation measure SF-4.2(d): Require all new subdivisions when viewed as complete projects have at least two points of public ingress and egress

unless there are overriding considerations agreed to by the fire chief or California Department of Forestry for allowing only one public access point.

E. Hazardous Materials

1. General Plan summary

Hazardous materials consists of injurious substances which may include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials and medical supplies.

Hazardous materials are transported in large volumes on Interstate 5 and the railroad. CalTrans indicates that nearly every conceivable type of hazardous material is transported over Interstate 5. The most common materials are liquified petroleum gas and gasoline. Some transportation of the hazardous material occurs on local streets within the planning area but in rather small quantities compared to those transported on I-5. The Southern Pacific Railroad (SPRR) transports hazardous materials through the area. The most common types of materials transported by rail are flammable and non-flammable gases, corrosives and flammable liquids.

The California Highway Patrol and the SPRR both maintain hazardous material response units. These units are not locally based and, therefore, the Mt. Shasta Police and Fire Departments would usually respond first to any incidents.

In 1991, a Southern Pacific train derailed in the City of Dunsmuir south of Mt. Shasta spilling a highly toxic chemical (in the potency of the spill) into the Sacramento River. The toxic spill resulted in the devastation of the fishery from Dunsmuir to Shasta Lake, where the spill was finally diluted to safe levels. The accident highlighted the concerns and issues associated with extensive transportation, storage, and use of hazardous materials in the Planning Area.

2. General Plan objectives and programs

Goal SF-5: Protect people and the environment from hazardous materials exposure.

Policy SF-5.1: Assure that the use, storage, and transportation of hazardous materials complies with Federal and State regulations.

City of Mt. Shasta General Plan

January 27, 1993

Page 125 of 185 pages

Safety element

Implementation measure SF-5.1(a): Working with the State Department of Health and the County Health Department, enforce the applicable provisions of State law related to hazardous materials storage.

Implementation measure SF-5.1(b): Ensure that the Fire Department maintains the appropriate "Right-to-Know" records related to storage, use, and disposal of hazardous materials.

Policy SF-5.2: Develop communications with the rail roads concerning the transportation of hazardous materials.

Implementation measure SF-5.2(a): Each year during the annual review of the General Plan, send a letter to the appropriate official of the McCloud and Southern Pacific Rail Road requesting notification of any changes in the status of the railroads' procedures for tracking and transporting hazardous materials in the area.

Implementation measure SF-5.2(b): At least once every three years, coordinate an emergency services exercise with the County Office of Emergency Services to practice procedures related to a hazardous material spill.

F. Evacuation and Related Infrastructure

1. General Plan summary

a. Evacuation and Emergency Response

Response and evacuation procedures are addressed in the City's Emergency Plan which is regularly updated, most recently in 1989. The responsibility of day-to-day emergency response is that of the Mt. Shasta Fire and Police Departments and County Sheriff.

Principal evacuation routes from Mt. Shasta include I-5 north and south bound and Highway 89 to the southeast.

General evacuation of the Mt. Shasta area could be required under an extreme volcanic eruption. Such an eruption is expected to be preceded by warning signs provided by seismic and other monitoring devices installed in the Mt. Shasta area. As in the case of Mt. St. Helens, a warning would be issued and an orderly evacuation could take place.

City of Mt. Shasta General Plan

January 27, 1993

Page 126 of 185 pages

Safety element

b. Related Infrastructure

Minimum road widths are prescribed by City and County road standards to insure adequate evacuation routes. Clearances around structures are required by the California Department of Forestry for fire protection.

2. General Plan objectives and programs

Goal SF-6: Identify and maintain emergency evacuation routes.

Policy SF-6.1: Working with the County, identify routes to evacuate area residents for different types of emergencies.

Implementation measure SF-6.1(a): Prior to the conclusion of the short-term planning period, work with the County to establish emergency evacuation routes in the event of different categories of emergencies: severe rain or snow storm, flood, fire, volcanic, or seismic.

VII. Noise Element

A. General Plan summary

The Noise Element is intended to accurately reflect the noise environment, the stationary sources of noise, and impacts of noise on local residents. This element includes the identification and appraisal of major noise sources, the existing and projected levels of noise and noise contours for major noise sources, and the determination of the extent of noise problems in the community.

A community noise survey was conducted in 1992 to describe existing noise levels in noise-sensitive areas within the Mt. Shasta Planning area. This was undertaken for noise level performance standards to be developed to maintain an acceptable noise environment.

1. Roadway noise

Significant noise sources in the Planning Area include traffic on major roadways and highways, railroad operations, and fixed noise sources. Noise modeling techniques and noise measurements were used to develop generalized L_{DN} noise contours for the existing conditions of these sources. Noise contours are used as a guide for establishing a land use pattern which minimizes the exposure of residents to excessive noise. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered site-specific.

Traffic noise levels for existing and future traffic volumes were calculated for the Planning Area. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model was used to develop L_{DN} contours for all state highways and major arterial roadways in the Mt. Shasta area. Distances from the centerlines of selected roadways to the 60 and 65 dB L_{DN} contours are summarized in Table N on page 128. Figure 23 on page 129 shows the location of the 60 dB L_{DN} future roadway noise contours.

The curve of a road, its steepness, and factors such as topography or a depressed road, and even buildup can affect how loud noise is perceived. The distances reported in Table N are estimates of noise exposure along roadways in the City of Mt. Shasta based on samples and models. The effects of topography and depressed roadways on roadway noise propagation are discussed in the General Plan appendix.

City of Mt. Shasta General Plan

January 27, 1993

Page 128 of 185 pages

Noise element

Table N **Noise contour data**

		Distance (feet) from center of roadway to L _{DN} contours			
Seg. No.	Description	Existing		Future	
		60 dB	65 dB	60 dB	65 dB
Interstate 5:					
1	South of S.R. 89	811	376	1372	637
2	S.R. 89 to Lake Street	811	376	1372	637
3	Lake Street to N. Mt. Shasta Interchange	811	376	1372	637
4	N. Mt. Shasta Interchange to Abrams Lake Rd.	939	436	1588	737
5	North of Abrams Lake Road	939	436	1588	737
State Route 89:					
6	South of I-5	179	83	323	150
West Lake Street:					
7	West of Morgan Way	72	33	98	46
8	Morgan Way to Commercial Street	72	33	98	46
9	Commercial Street to Pine	78	36	106	49
10	East of Pine	78	36	106	49
Mt. Shasta Boulevard					
11	S.R. 89 to Wayside Inn	19	9	27	12
12	Wayside Inn to Ream Street	80	37	110	51
13	Ream Street to Chestnut	91	42	124	58
14	Chestnut to Mt. Shasta Park	57	27	78	36
15	North of Mt. Shasta Park	43	20	59	28

The General Plan provides broad guidance. Within areas where noise exposure may be significant, the effects of site-specific factors can be determined from precise on-site traffic noise measurements. Table O on page 130 provides some examples of roadway noise calibration results along major highways within the City of Mt. Shasta, some of which differ from the FHWA Model prediction results. Figure 24 on page 131 shows the locations of the noise monitoring sites.

The actual noise levels associated with traffic on I-5 ranged between 4.2 and 7.3 dB less than those predicted by the FHWA Model at the measurement locations, based upon the comparison of measured vs modeled

noise levels contained in Table O. It is assumed that this is due to the fact that I-5 is lower than the surrounding area, and traffic noise is shielded by local topography. The intent of

Explanation 15: Transportation noise sources

For the purposes of the Noise Element, *transportation noise sources* are defined as traffic on public roadways and railroad line operations. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations, such as a noise control ordinance.

City of Mt. Shasta
General Plan

January 27, 1993

Page 129 of 185 pages

Noise element

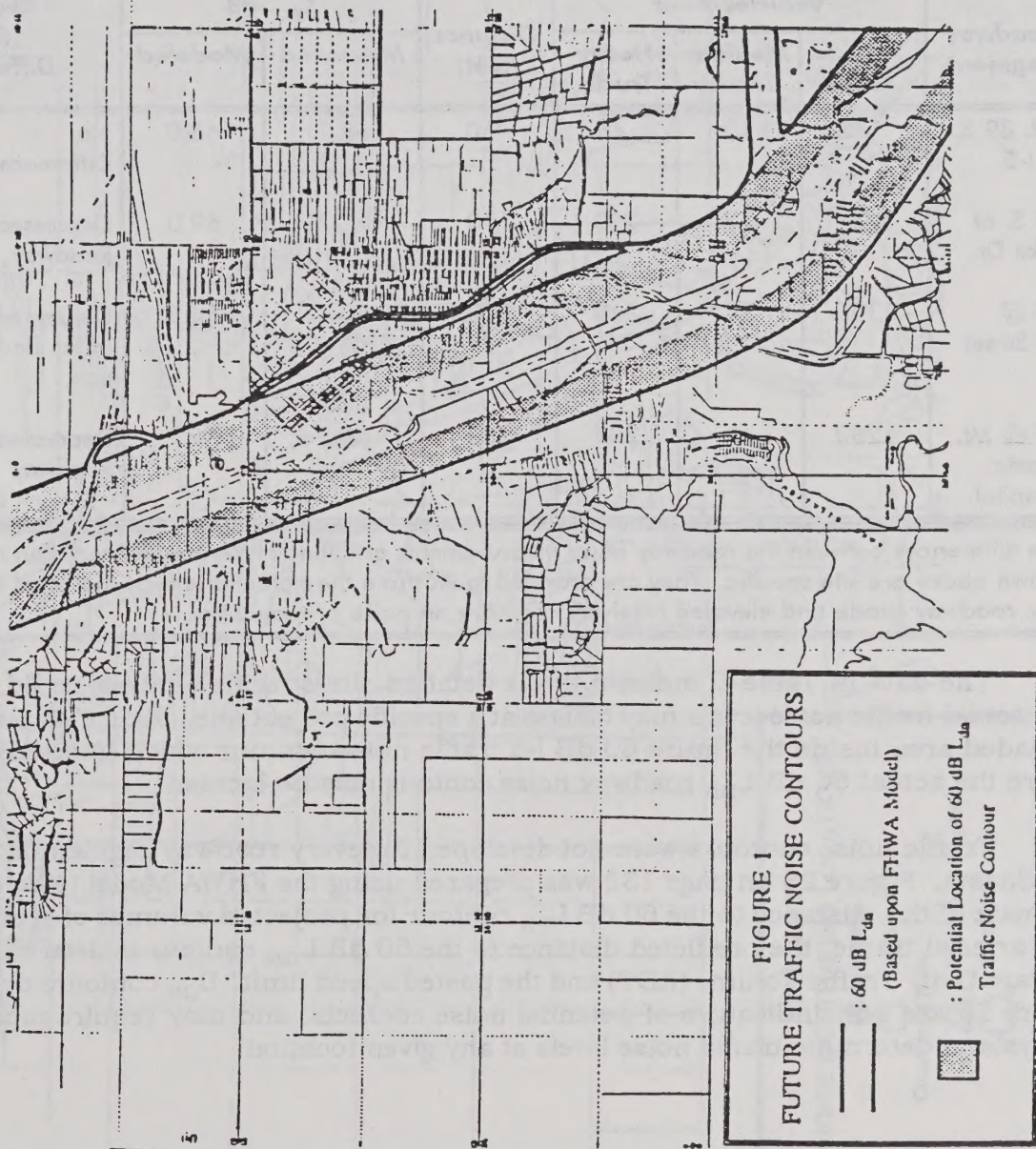


Figure 23 Traffic noise contours

City of Mt. Shasta General Plan

January 27, 1993

Page 130 of 185 pages

Noise element

the roadway noise contours shown on Figure 23 and listed in Table N is to illustrate the potential for conflicts between traffic noise levels and potential noise-sensitive receivers.

Table O *Roadway noise predictions*
Actual measurements vs. the Federal Highway Administration model results

Roadway Segment	Vehicles/hour			Distance (feet)	L _{EQ} dB		Reason for Difference
	Autos	Medium Trucks	Heavy Trucks		Measured	Modeled	
S.R. 89 S. of I-5	168	12	48	50	68.1	68.0	No Difference
I-5 S. of Lake Dr.	800	12	280	150	61.7	69.0	Depressed Roadway
I-5 @ Ivy Street	1168	32	240	300	60.4	64.6	Depressed Roadway in So. Bound Direction
I-5 @ Mt. Shasta Hospital	1280	40	264	250	60.5	66.2	Depressed Roadway
The differences between the roadway noise measurements and the FHWA model prediction results shown above are site specific. They are provided to illustrate the potential effects that local topography, roadway grade and elevated receivers can have on noise propagation.							

The data in Table O indicate that a detailed site-specific analysis could determine that actual traffic noise levels may be less at a specific project site. Figure 23 also includes a shaded area inside the future 60 dB I-5 traffic noise contour which indicates the range where the actual 60 dB L_{DN} roadway noise contour may be located.

Traffic noise contours were not developed for every roadway segment in the City of Mt. Shasta. Figure 25 on page 132 was prepared using the FHWA Model to be used as an estimate of the distance to the 60 dB L_{DN} contour for projected volumes of arterial traffic. For arterial traffic, the predicted distance to the 60 dB L_{DN} contour is determined by the Average Daily Traffic Volume (ADT) and the posted speed limit. L_{DN} contours derived from Figure 25 are only indicators of potential noise conflicts, and may require more detailed analysis to determine traffic noise levels at any given location.

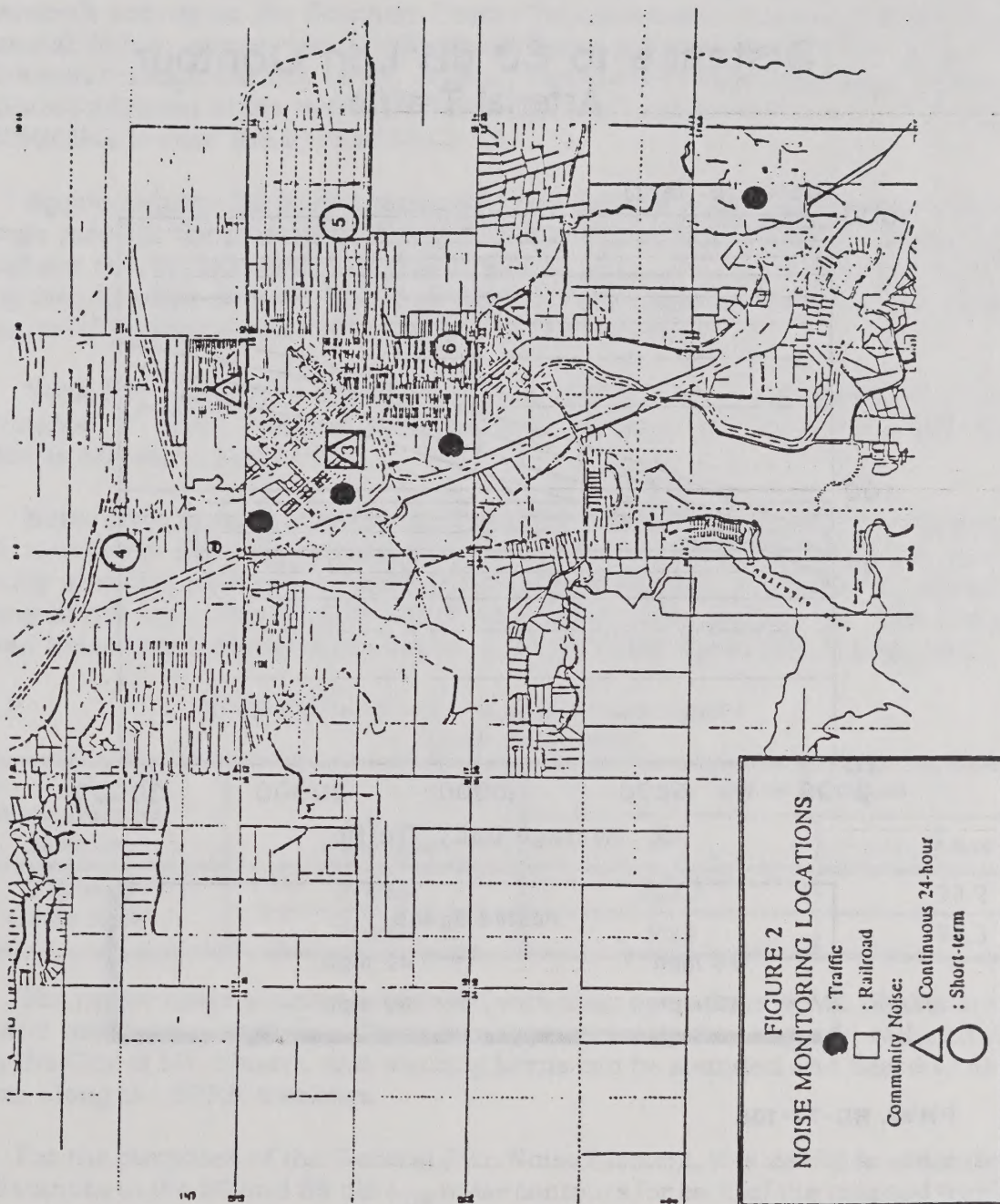
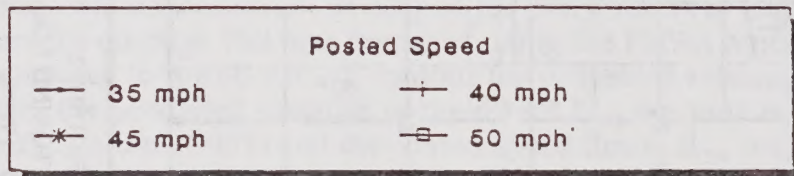
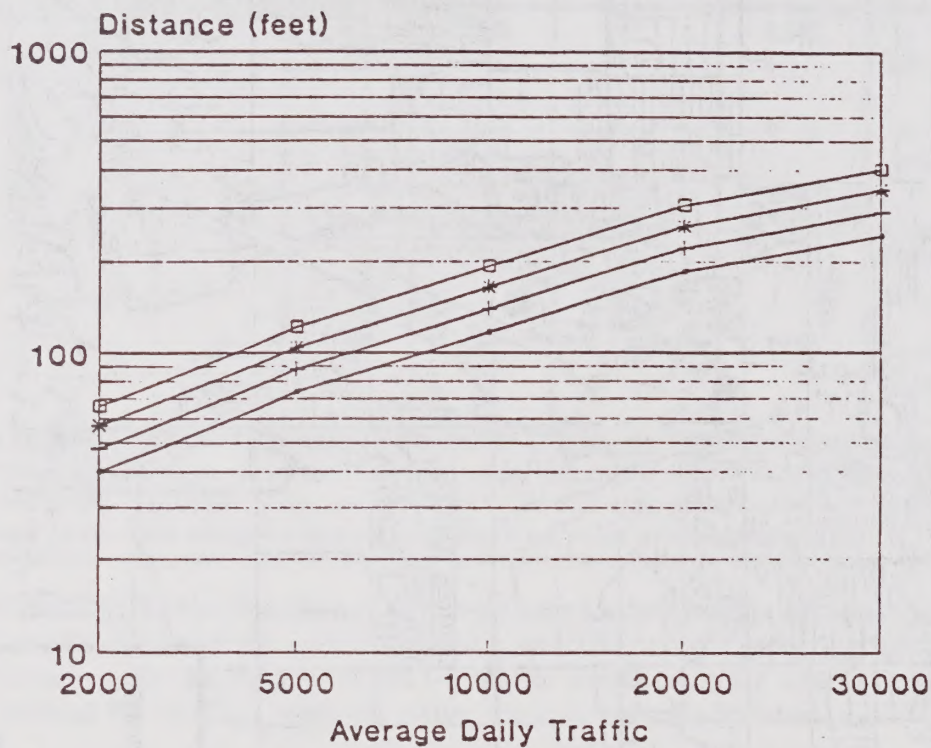


Figure 24 Noise Monitoring Sites

Distance to 60 dB L_{dn} Contour Arterial Traffic



FHWA RD-77-108

Figure 25 Distance to 60 dB L_{dn} Contour

2. Railroad noise

Railroad activity in the City of Mt. Shasta General Plan study area includes freight and Amtrak activity on the Southern Pacific Transportation Company (SPRR) tracks, and occasional freight activity on the McCloud River Railroad track. The SPRR line runs north/south through the City of Mt. Shasta. Various land uses, including residential uses, are located adjacent to the railroad tracks. The McCloud River Railroad extends east from the SPRR line toward the town of McCloud.

Approximately 16 freight trains and two Amtrak trains operate daily on the SPRR trackage through the plan area. Freight train operations occur on an unscheduled basis throughout the daytime and nighttime periods, and Amtrak operations generally occur during the nighttime period. The McCloud River Railroad may have one operation per day. Estimates of future railroad operations were not available.

Noise level measurements were conducted within the Planning area to determine the contribution of SPRR railroad operations to the noise environment. The monitoring location is shown on Figure 24.

Noise level measurements were taken to determine typical sound exposure levels (SEL), number of daily operations, and existing L_{DN} values for railroad line operations in the study area, accounting for the effects of local topography, climate, train speed, noise of warning horns and other factors which may affect noise generation. The results of the railroad noise measurements are shown in Table P and Figure 26 on page 134.

Table P SPRR Railroad noise measurement results
June 8 and 9, 1992

Measurement Location	Train type	Noise Level, dB	
		SEL	L_{MAX}
215 West Castle Street	Freight	103.2	93.2
	Amtrak	96.5	91.3

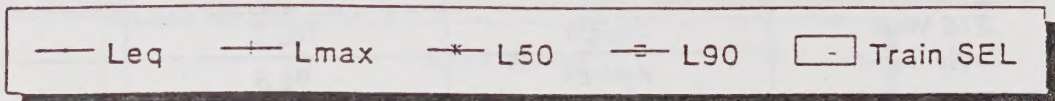
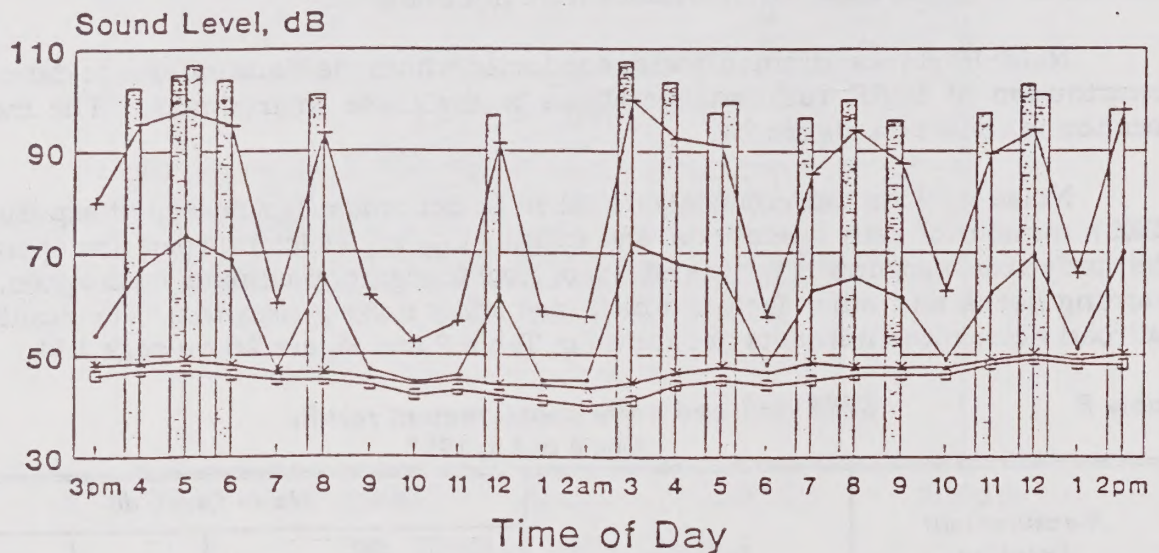
The major noise sources associated with train operations in Mt. Shasta are warning horn and locomotive engines. There are approximately five at-grade railroad crossings within the City of Mt. Shasta, and warning horns can be sounded and heard at almost any location along the SPRR trackage.

For the purposes of the General Plan Noise Element, it is useful to estimate generalized distances to the 60 and 65 dB L_{DN} noise contours for each of the railroad tracks within the City of Mt. Shasta. Table Q shows the generalized distances to the noise contours associated with railroad operations within the City of Mt. Shasta. Figure 27 on page 136 shows the locations of the 65 dB L_{DN} railroad noise contours.

Hourly/Train Operation Noise Levels

215 W. Castle St.

June 8-9, 1992



Ldn = 71.5 dB

Figure 26 Hourly train operation noise levels

City of Mt. Shasta General Plan

January 27, 1993

Page 135 of 185 pages

Noise element

Table Q *Approximate distance to railroad noise contours*

Train	L_{DN} dB, 100 Feet From Tracks	Distance to L_{DN} Contour (feet)	
		60 dB	65 dB
SPRR	70.7	517	240
McCloud River	51.9	30	14

3. **Fixed noise sources**

The production of noise is a result of many industrial processes, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by Federal and State employee health and safety regulations (OSHA and Cal-OSHA), but exterior noise levels may exceed locally acceptable standards. Commercial, recreational and public service facility activities can also produce noise which affects adjacent sensitive land uses. These noise sources can be continuous and may be annoying to individuals who live in the nearby vicinity. In addition, noise generation from fixed noise sources may vary based upon climatic conditions, time of day and existing ambient noise levels.

From a land use planning perspective, fixed-source noise control issues focus upon two issues: (1) prevent the introduction of new noise-producing uses in noise-sensitive areas, and (2) prevent encroachment of noise sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses in proximity to noise-producing facilities include mitigation measures to ensure compliance with noise performance standards.

There are numerous industrial facilities which are dispersed throughout the planning area. The following descriptions of existing fixed noise sources are intended to identify specific noise sources which should be considered in the review of development proposals and are representative of the relative noise impacts of such uses.

There are three areas within the City of Mt. Shasta which have light industry and commercial uses. The three areas include the north side of town, adjacent to Mt. Shasta Boulevard, between the Mt. Shasta Park and Nixon Street; the south Ream Avenue area which is located near the intersection of Ream Avenue and Court Street; and the south side area adjacent to Mt. Shasta Boulevard. In addition, the Sousa Redi-Mix facility which is located outside of the City limits in Siskiyou County was identified as a potential fixed noise source affecting areas within the Mt. Shasta city limits.

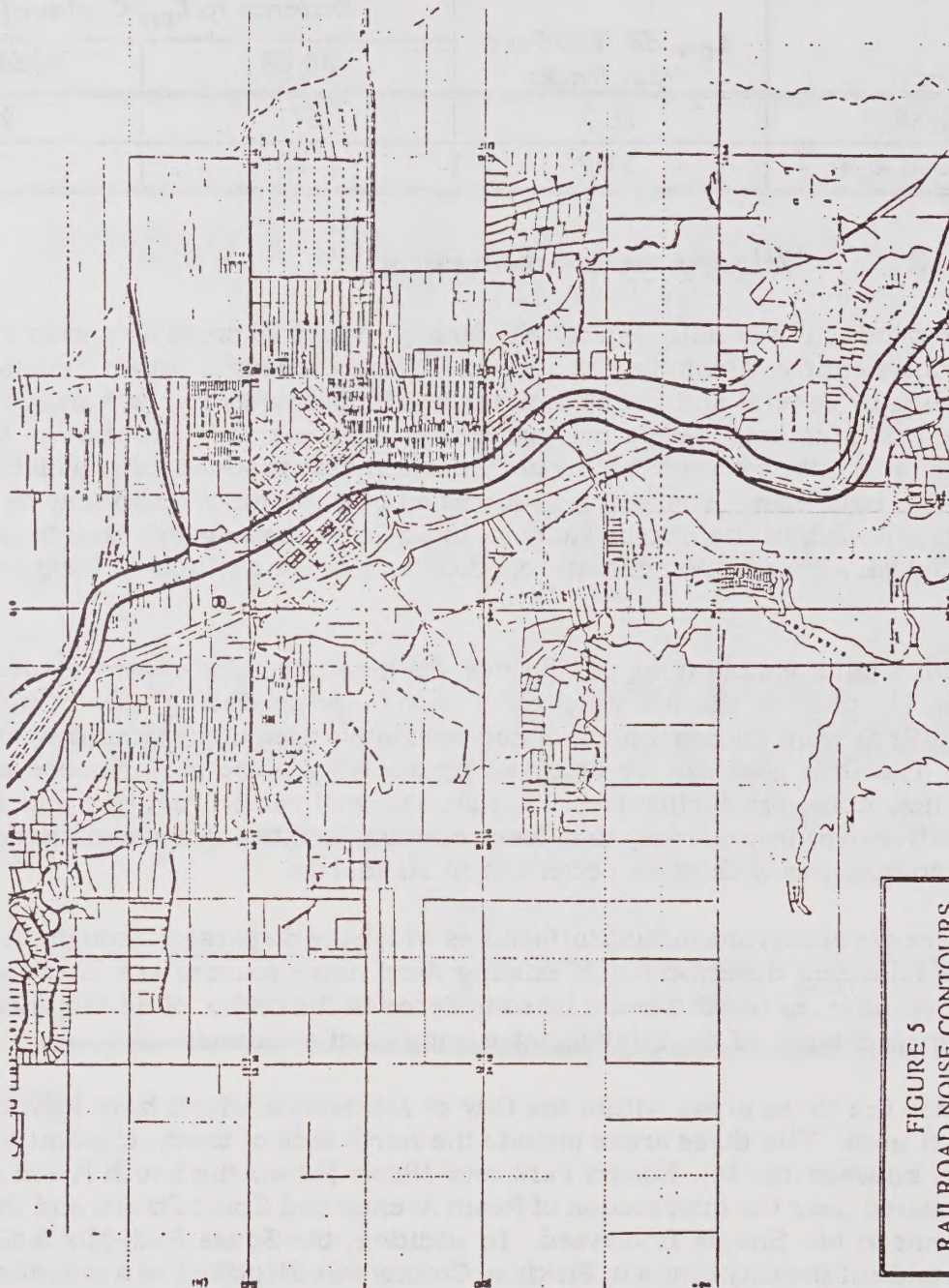


Figure 27 Railroad noise contours

City of Mt. Shasta General Plan

January 27, 1993

Page 137 of 185 pages

Noise element

a. North side commercial area

The commercial area on the north side of Mt. Shasta is comprised primarily of commercial land uses which include petroleum product sales, automotive repair, and tire and automotive supply. Typical noise sources associated with these land uses include heavy truck traffic, HVAC systems,¹⁵ tire breakers, impact wrenches and compressors.

The majority of the businesses in this area operate during the daytime hours. During a site investigation on June 9, 1992, the noise environment in this area was dominated by local roadway traffic and railroad activities. Noise measurements associated with the operation of the businesses were not conducted. File data for typical single event noise levels associated with truck movements range between 70 and 85 dB SEL at a distance of 75 feet. Data for maximum noise levels associated with air impact wrenches and tire breakers are approximately 89 dB and 105 dB respectively, at a distance of 10 feet.

Discussions with City staff indicate that commercial operations in this area do not generate many noise complaints from nearby residences.

b. South Ream commercial area

The south Ream Avenue area is comprised primarily of trucking facilities. Noise sources associated with the operation of these facilities include truck traffic, HVAC systems and refrigeration trucks. These facilities typically operate during the daytime hours. However, the refrigeration trucks have compressors which may operate 24 hours per day.

Based upon discussions with the City staff, the refrigeration trucks frequently generate noise complaints from residents adjacent to the facilities. Sound level measurements of two refrigeration trailer compressors were conducted at one of the trucking facilities. A continuous noise level of 64 dB was measured at a distance of 50 feet from the trailers.

c. South commercial and industrial area

This area includes an abandoned lumber yard, the City of Mt. Shasta Public Works Yard and the Siskiyou Opportunity Center, which includes a recycling center.

Noise sources associated with the City's Public Works yard are primarily related to the movement of heavy equipment. However, these activities are intermittent and seldom occur.

¹⁵/HVAC is the acronym for heating, ventilation, and air conditioning systems.

The recycling center which is associated with the Siskiyou Opportunity Center is located at the corner of Mt. Shasta Boulevard and Bear Springs Road. The recycling center operates between the hours of 8:00 a.m. and 3:30 p.m. Monday through Friday, and 9:00 a.m. to 3:30 p.m. every other Saturday. Major noise sources associated with the operation of the recycling center include breaking glass and a can crushing machine, which crushes aluminum cans and loads the cans into transport trucks.

Recently, the City of Mt. Shasta received a noise complaint with regards to the operation of the recycling center. At the request of the City, the operator constructed a building which currently houses the "glasshopper" and provides some shielding of noise levels from the can crushing operation. Noise level measurements of the can crusher were 80 dB L_{EQ} at a distance of 50 feet. The noise measurement location was made without using shielding.

d. Sousa Redi-Mix

The Sousa Redi-Mix plant is located at 100 Upton Road, outside of the city limits on the west side of Interstate 5. Sousa Redi-Mix provides sand and gravel and ready-mixed concrete products. Typical noise sources associated with the plant operation which could be heard within the city limits could include truck traffic, front loaders, back up bells, conveyor belt systems, air vibrators which shake material from hoppers into trucks, and the sound of sand and gravel on metal as trucks are being loaded.

The noise environment within the city limits was dominated by roadway traffic on I-5, and operations associated with the redi-mix plant did not contribute significantly to the area noise environment.

4. Community noise survey

A community noise survey was conducted to document noise exposure in areas of the city containing noise sensitive land uses. For that purpose, noise sensitive land uses in the planning area were considered to include residential areas, parks and schools. Noise monitoring sites were selected to be representative of typical conditions in the city.

Short-term noise monitoring was conducted on June 8-9, 1992 at three separate sites. Each site was monitored three different times during the day and night so that valid estimates of L_{DN} could be prepared. Three long-term noise monitoring sites were established in the City as part of the General Plan Update to record day-night statistical noise level trends. The data collected included the L_{EQ} and other statistical descriptor. Measured noise levels and estimated L_{DN} values at each site are summarized in Table R on page 139. Monitoring sites are shown by Figure 24. Figure 28 through Figure 30 on pages 140 through 142 show the results of the community noise monitoring.

City of Mt. Shasta General Plan

January 27, 1993

Page 139 of 185 pages

Noise element

The community noise survey results indicate that typical noise levels in noise sensitive areas of the planning area range from 46 dB to 71 dB L_{DN} . Traffic on I-5, local roadways, railroad line operations and neighborhood activities are the controlling factors for background noise levels in the majority of the study area.

The L_{90} values shown in Figure 28 and Figure 29 for the 24-hour monitoring locations represent background noise levels, where there are typically no identifiable local noise sources. The L_{50} values represent median noise levels. The L_{EQ} values in Table R and Figure 28 through Figure 30 represent the average noise energy during the sample periods, and show the effects of brief noisy periods. The L_{EQ} values were the basis of the estimated L_{DN} values. L_{MAX} values show the maximum noise levels observed during the samples.

The noise levels measured at 215 Castle Street (Figure 29 on page 141) indicate that most of the hourly L_{EQ} values were influenced by train traffic along the SPRR tracks.

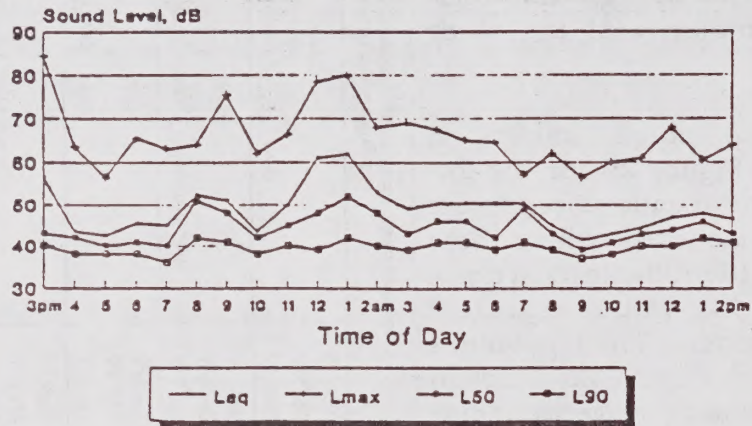
Table R
Summary of measured noise levels and estimated day-night levels (L_{DN})

Site	Location In noise sensitive land use areas	Date	Time	Sound level, dB				
				L_{90}	L_{50}	L_{eq}	L_{max}	Est. L_{DN}
*1	509 LeBaron Street	6/8/92 6/8/92 6/9/92	17:00 23:00 10:00	38 40 38	40 45 41	42.5 50.0 43.0	56.5 66.5 60.0	61.9 dB
*2	619 Ski Bowl Drive	6/8/92 6/8/92 6/9/92	17:00 23:00 10:00	43 36 40	47 40 44	49.5 41.0 46.5	66.5 57.5 67.0	52.9 dB
*3	215 West Castle Street	6/8/92 6/8/92 6/9/92	17:00 23:00 10:00	47 43 46	48 45 48	73.5 46.0 49.0	98.0 56.5 62.5	71.5 dB
4	Mt. Shasta Park	6/8/92 6/9/92 6/9/92	22:00 7:00 13:30	-- -- --	-- -- --	48.0 56.3 58.5	58.0 62.0 62.0	58.0 dB
5	McCloud Avenue/Jefferson Road	6/8/92 6/9/92 6/9/92	22:30 8:30 12:00	-- -- --	-- -- --	38.5 36.3 45.4	40.0 41.0 48.0	46.0 dB
6	Iida Street/So. "B" Street	6/8/92 6/9/92 6/9/92	23:00 9:30 12:45	-- -- --	-- -- --	40.5 41.0 48.4	44.0 46.0 52.0	48.0 dB

* = Continuous monitoring site

Hourly Noise Levels

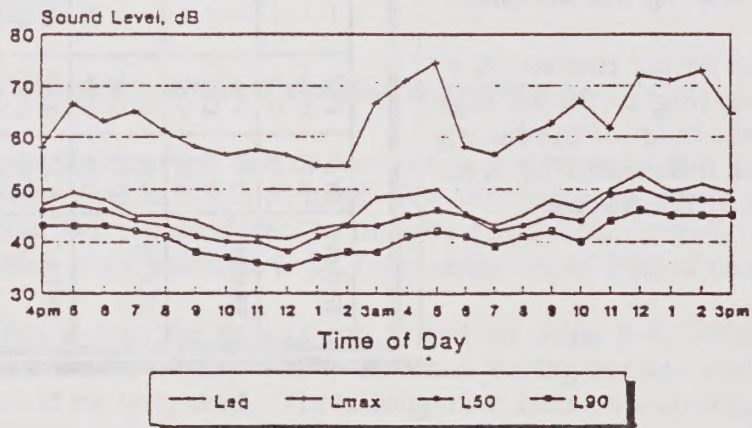
609 Le Baron St.
June 8-9, 1992



Ldn = 61.9 dB

Hourly Noise Levels

619 Ski Bowl Dr.
June 8-9, 1992



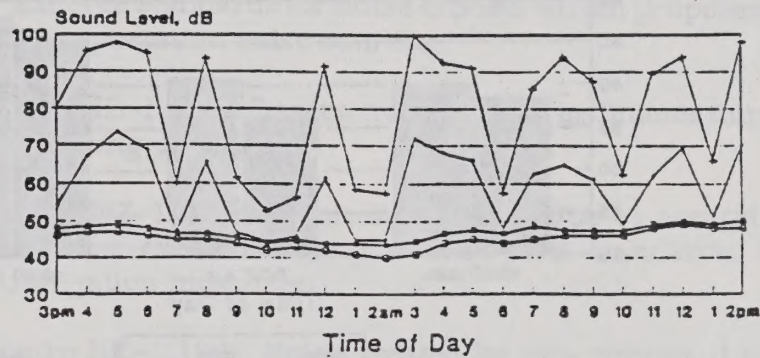
Ldn = 52.9 dB

Figure 28 Hourly noise levels

Hourly Noise Levels

215 W. Castle St.

June 8-9, 1992

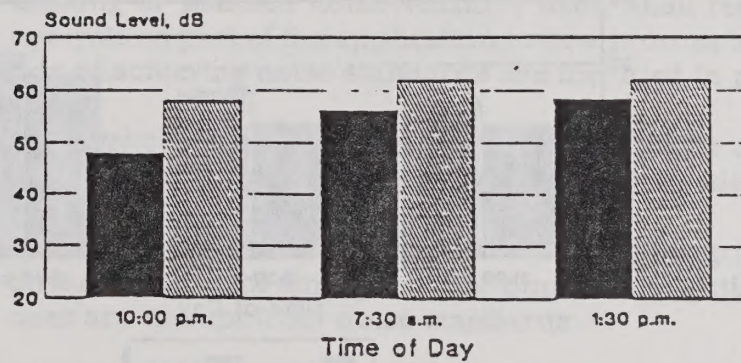


Ldn = 71.5 dB

Short-Term Community Noise Measurement

Mt. Shasta Park

June 8-9, 1992



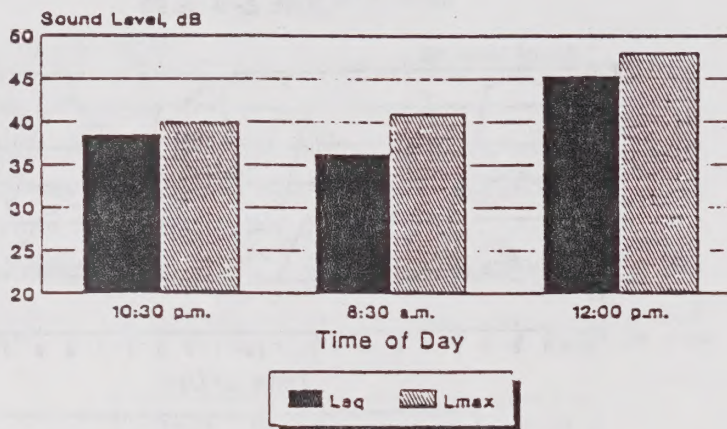
Ldn = 58 dB

Figure 29 Hourly noise levels, continued • Short term community noise measurements

Short-Term Community Noise Measurement

Mc Cloud Ave./Jefferson Rd.

June 8-9, 1992

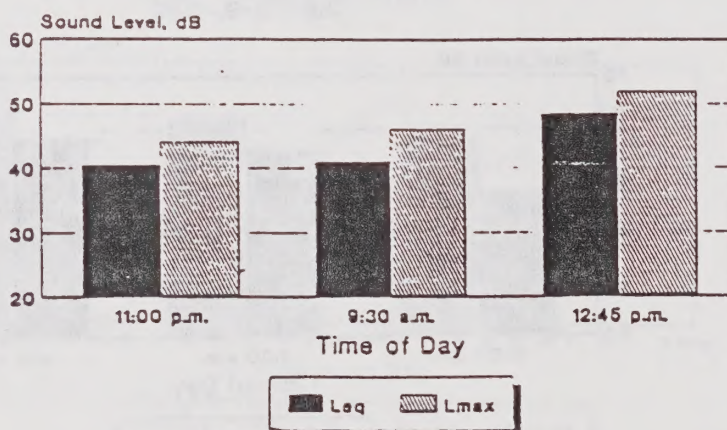


Ldn = 46 dB

Short-Term Community Noise Measurement

Ida Street/S. "B" Street

June 8-9, 1992



Ldn = 48 dB

Figure 30 Short term community noise measurement, continued

B. General Plan objectives and programs

- Goal NZ-1:** Protect City residents from the harmful and annoying effects of exposure to excessive noise.
- Policy NZ-1.1:** Enforce standards for noise exposure from proposed and existing non-transportation noise sources.
- Implementation measure NZ-1.1(a):** Enact a noise control ordinance during the short-term planning period.
- Implementation measure NZ-1.1(b):** When noise levels due to non-transportation noise sources exceed acceptable noise level standards, incorporate noise mitigation measures.
- Implementation measure NZ-1.1(c):** Noise created by new proposed non-transportation noise sources shall not exceed acceptable noise level standards.
- Policy NZ-1.2:** Review impacts more closely when a project is potentially a high noise generator.
- Implementation measure NZ-1.2(a):** Proposed non-residential land uses which are likely to produce noise levels exceeding the acceptable noise standards at existing or planned noise-sensitive uses, shall require an acoustical analysis as part of the application review process to ensure that methods of achieving noise standards are included in project design.
- Policy NZ-1.3:** Emergency service and agriculture uses shall be allowed to continue or be initiated even if noise standards are exceeded.
- Implementation measure NZ-1.3(a):** Noise sources associated with agricultural operations on lands zoned for emergency equipment, fire fighting, and agricultural uses are exempt from noise standards.
- Policy NZ-1.4:** Enforce General Plan noise standards for noise exposure from proposed and existing transportation noise sources.
- Implementation measure NZ-1.4(a):** Evaluate transportation noise sources of proposed projects according to acceptable noise level standards.
- Implementation measure NZ-1.4(b):** Using acceptable acoustical engineering and construction standards, incorporate design features to reduce traffic noise to achieve acceptable noise standards.

City of Mt. Shasta General Plan

January 27, 1993

Page 144 of 185 pages

Noise element

Implementation measure NZ-1.4(c): Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated to achieve acceptable noise level standards.

Implementation measure NZ-1.4(d): Actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

Policy NZ-1.5: Actively work to reduce noise generated by City transportation equipment.

Implementation measure NZ-1.5(a): The City shall acquire equipment and vehicles that comply with noise level performance standards based upon the best feasible noise reduction technology.

Policy NZ-1.6: The City Development Code shall include procedures to ensure that required noise review and mitigation measures are implemented in the project review and building permit processes.

Implementation measure NZ-1.6(a): Proposed noise-sensitive land uses in areas exposed to existing or projected exterior noise levels, which exceed acceptable noise standards, shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design.

Policy NZ-1.7: Noise mitigation measures required to achieve acceptable noise standards shall emphasize site planning and project design.

Implementation measure NZ-1.7(a): Use creative concepts and accepted acoustical engineering standards to achieve acceptable noise standards.

Implementation measure NZ-1.7(b): The use of noise barriers, such as soundwalls, shall be considered a supplemental means of achieving the noise standards after all practical design-related noise mitigation measures have been integrated into the project.

Policy NZ-1.8: Monitor compliance with noise standards.

Implementation measure NZ-1.8(a): Develop and employ procedures in cooperation with Siskiyou County Health Department to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.

Implementation measure NZ-1.8(b): Building design shall be reviewed to enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

City of Mt. Shasta General Plan

January 27, 1993

Page 145 of 185 pages

Noise element

Goal NZ-2: Support the economic base of the City by avoiding land uses incompatible with existing or planned noise-producing uses.

Policy NZ-2.1: Amend the development code to promote compatible land uses and accommodate existing or planned noise-producing uses in concert with noise exposure.

Implementation measure NZ-2.1(a): Periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the community and with noise control regulations or policies enacted after the adoption of this Element.

Table S Noise level performance standards for new projects affected by or including non-transportation sources

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{EQ} , dB	55	45
Maximum level, dB	75	65
Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).		

City of Mt. Shasta General Plan

January 27, 1993

Page 146 of 185 pages

Noise element

Table T *Acoustical analysis standards*

An acoustical analysis prepared pursuant to the Noise Element shall:	
A.	Be the responsibility of the applicant.
B.	Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
C.	Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
D.	Estimate existing and projected (20 years) noise levels in terms of L_{DN} or CNEL and/or the standards of Table N and compare those levels to the adopted policies of the Noise Element. Noise prediction methodology must be consistent with the appendix to the Noise Element.
E.	Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
F.	Estimate noise exposure after the prescribed mitigation measures have been implemented.
G.	Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

Table U *Maximum allowable noise exposure*

Land Use	Outdoor Activity Areas ¹ $L_{DN}/CNEL$, dB		Interior Spaces	
	Roadways	Railroads	$L_{DN}/CNEL$, dB	L_{EQ} , dB ²
Residential	60 ³	65 ⁴	45	--
Transient Lodging	65 ⁴	65 ⁴	45	--
Hospitals, Nursing Homes	60 ³	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	--	35
Churches, Meeting Halls	60 ³	65 ⁴	--	40
Office Buildings, Retail Commercial	70	70	--	45
Schools, Libraries, Museums	--	--	--	45
Playgrounds, Neighborhood Parks	70	70	--	--

City of Mt. Shasta General Plan

January 27, 1993

Page 147 of 185 pages

Noise element

Land Use	Outdoor Activity Areas ¹ $L_{DN}/CNEL$, dB		Interior Spaces	
	Roadways	Railroads	$L_{DN}/CNEL$, dB	L_{EQ} dB ²
1	Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.			
2	As determined for a typical worst-case hour during periods of use.			
3	Where it is not possible to reduce noise in outdoor activity areas to 60 dB $L_{DN}/CNEL$ or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB $L_{DN}/CNEL$ may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.			
4	Where it is not possible to reduce noise in outdoor activity areas to 65 dB $L_{DN}/CNEL$ or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 70 dB $L_{DN}/CNEL$ may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.			

City of Mt. Shasta General Plan

January 27, 1993

Page 148 of 185 pages
Noise element

1. The City of Mt. Shasta is located in the northern foothills of the Sierra Nevada mountains, approximately 100 miles north of Sacramento, California. The City is situated in a valley, with the mountains rising steeply on all sides. The climate is generally mild, with average annual precipitation of approximately 40 inches. The City is a major center of commerce and industry in the region, and is home to a large and diverse population. The City's General Plan is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
2. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
3. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
4. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
5. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			

6. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
7. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
8. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
9. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			
10. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits. The Noise Element is a comprehensive document that outlines the City's vision for the future, and provides a framework for the City's policies and programs. The Noise Element is a key component of the City's General Plan, and is designed to address the City's noise problems and to ensure that the City's noise levels remain within acceptable limits.			

VIII. Housing Element

Important note added by General Plan publication editor: The Housing Element was prepared separately from the other elements of the General Plan in order to conform to deadlines established by the California Department of Housing and Community Development. The Element was not prepared by the personnel that prepared the remainder of the General Plan. The Element's style and format are presented as adopted.

A. Background

Unlike other General Plan Elements, the Housing Element requires detailed specific analyses and treatment of issues specified in the Government Code. For ease of review, these analyses are included within the body of the Element, following housing-related objectives and policies in Section VIII.B beginning on page 150.

Section VIII.B of the Element sets forth the City's overall and specific objectives, policies and programs related to housing. Findings developed from background information and analyses are briefly summarized, as applicable, for each policy group. While programs involve specific actions the City will undertake, policy statements guide not only Housing Element implementation but also other City decisions which may directly or indirectly affect housing.

The various housing programs outlined in Section VIII.C beginning on page 160 shall apply for the five-year period beginning January 1, 1993 through December 31, 1997 (the "planning period"), unless a more specific timeframe(s) is specified. Programs outlined in this Element would be superseded by future programs adopted in the required 1997 revision of the Housing Element or any subsequent version of the Element.

The Housing Element must by statute identify quantified housing objectives which are oriented toward meeting the Legislature's overall housing objectives: to ensure that adequate housing is provided to all economic segments of the community. In this context, it should be clear that the "objectives" identified in the Housing Element are levels to be achieved, and exceeded, within other environmental and infrastructure constraints.

This Housing Element is a stand-alone document intended to replace the City's previous Housing Element adopted by negative declaration on December 20, 1990. It is intended to become an integral part of the City's existing General Plan (1980) until the current General Plan revision process is completed in 1992. Chapter, section, objective and

program numbering in this Housing Element conforms to that of the proposed Mount Shasta General Plan (1992).¹⁶

To the greatest extent possible Objectives and Housing Policies contained in the previous housing elements have been retained, as well as the documents style for simplified cross checking.

The findings submitted to the state Department of Housing and Community Development concerning the Preservation of Assisted Units has been included in this Element.

B. Housing objectives, policies and programs

1. Overall objectives

Objective HO-1¹⁷: An adequate supply of sound, affordable housing for existing and future residents of Mount Shasta, consistent with countywide needs and without regard to the race, age, religion, sex, marital status, ethnic background or personal disabilities of those persons.

Policy HO-1.1: Maintain consistency between the Housing Element and other elements of the General Plan.

Policy HO-1.2: Provide adequate opportunities for persons from all economic segments of the community to participate in the development of the Housing Element.

Policy HO-1.3: Facilitate the development of new housing in order to meet the needs generated from population growth. Review building and development requirements and standards and modify those deemed to be unnecessary or excessive and avoid policy changes that would disallow this to be modified in the future.

¹⁶/Although the references to the complete General Plan refer to the original adoption schedule, the intent is that these references are to the remaining General Plan elements that were adopted on January 27, 1993. This footnote is added for informational purposes by the General Plan editor for the publication version of the document prepared in May, 1993.

¹⁷/Terms and style differs from remainder of General Plan due to the Housing Element being prepared by a different team from the other elements of the General Plan.

City of Mt. Shasta General Plan

January 27, 1993

Page 151 of 185 pages
Housing element

- Policy HO-1.4: Ensure that the needs of lower income households are met in the Mount Shasta, in accordance with its share of the defined regional need.
- Policy HO-1.5: Encourage, and take action to secure the rehabilitation of substandard or dilapidated housing units.
- Policy HO-1.6: Ensure that adequate sites, served or readily able to be served by City utilities and services, are available to support projected housing needs over the planning period.
- Policy HO-1.7: Encourage housing maintenance in order to avoid future need for significant rehabilitation or replacement.
- Policy HO-1.8: Avoid, where public health, safety and welfare is not compromised, planning and other decisions which would result in the conversion of affordable housing to other uses.
- Policy HO-1.9: Ensure that adequate housing is available to meet identified special housing needs.
- Policy HO-1.10: Encourage and support weatherization activities.
- Policy HO-1.11: Support agencies and organizations serving the homeless.
- Policy HO-1.12: Support designated regulatory agencies in the prevention and correction of any reported discrimination in housing.

2. Basic Construction Needs

Population will increase by 380 persons during the planning period, based on a growth rate of 2.0% per annum. If the number of persons per household does not change significantly from the current average of 2.27 persons, a minimum of 170 housing units will need to be added to the inventory, or about 34 units per year.

Adequate land with appropriate zoning and land use designations is currently available to meet this need. The 1990 census established the overall City vacancy rate at 9.4%, which is considered high, and 2.8% in the rental-only units, which is considered low. It should be noted that buildings under construction with just a roof are counted as vacant units although they are not finished, thus a subdivision or apartment building under construction can give a misleading figure.

Additional rental housing construction would be warranted in order to increase housing vacancy rates. New development policy, regulation, fees or exactions can contribute

City of Mt. Shasta General Plan

January 27, 1993

Page 152 of 185 pages

Housing element

to or detract from the City's ability to meet these needs.

Objective HO-2: Encourage construction of approximately 170 new housing units (including single family as well as multi-family) over the five-year implementation period; the 170 units (34 units per year) will be needed to meet needs generated by population growth.¹⁸

Program HO-2.1: The Land Use Element designates adequate lands to support identified housing construction needs. Appropriate zoning shall be maintained or applied to these lands to ensure availability for development during the planning period.

Program HO-2.2: Planning Department will continually review and encourage constructive criticism of its permit process in order to minimize costs and time required to process housing development permits.

Program HO-2.3: Planning Department will annually or when changes are made to that affect information, revise the information handouts for permit applicants.

Program HO-2.4: Prior to adoption of any policy or regulation which could significantly impede the development of housing, the Planning Commission and City Council will consider the adverse effects of the policy or regulation on the City's ability to provide housing; and minimize to the degree feasible adverse effects.

Program HO-2.5: With all due financial consideration and consistent with other General Plan policies, encourage, participate and cooperate in extension of City services to currently unserved areas, including direct financial participation when deemed appropriate by the City Council.

Table V Mount Shasta Growth Trends

Year ^c	Population	Gain	Annual Increase
1960	1,936	---	---
1970	2,256	320	1.6
1980	2,837	581	2.3
1990	3,460	623	2.0
1992 ^a	3,580	120	1.7
1993 ^b	3,640	60	1.7
1997 ^b	4,020	308	2.0

^aState Department of Finance Estimate

^bCity Projection

^cFederal Decennial Census

¹⁸/Note of clarification: This policy is intended to clarify the City's intent to promote development of additional housing in order to meet anticipated housing needs. This, however, is a general objective and should not be construed as authorizing any specific project or mandating approval of any specific development project.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 153 of 185 pages

Housing element

- Program HO-2.6: The City shall prepare sewer and storm drainage master plans as specified in the Circulation Element such that the quantified objectives of this Element can be achieved and that implementation of Housing Element programs are not impeded.
- Program HO-2.7: The City will not place any condition on approval of a residential project (which lowers the proposed density) if the project otherwise conforms to the general plan, zoning and or development policies in effect, unless the findings required by Government Code Section 65589.5 are made.
- Program HO-2.8: The City Zoning Ordinance allows residential uses within the CBD on second floors and above in commercial structures..

3. Affordable Housing

Findings: Market rate rental housing is not affordable to "very low-" income households and is affordable to only some "other lower-" income households. Market rate rental housing is likely affordable to most "moderate-" and "above moderate-" income households.

Based on the 1980 Census data and trended forward to reflect the number of households in 1990, the State has estimated that there are 70 owner occupied households and 152 renter-occupied households paying more than 25 percent of their gross income for housing. The State also estimates that 65 percent of the households overpaying for housing are in low-income households.

Regional share needs for all income groups for the previous planning period 1983-1992 have been satisfied. Regional share needs for 1993-1997 have been established by the state Department of Housing and Community Development and can be found in §VIII.C.3 beginning on page 161.

Homeownership as a housing option is limited to the upper "other lower-", "moderate-" and "above moderate-" income groups. "Very low-" and most "other lower-" income households have little or no access to homeownership. Existing mortgage subsidy programs are of limited availability.

- Objective HO-3: Numerical objectives are established for low- moderate income housing for the planning period.

- Program HO-3.1: Encouragement and Coordination. The City will assist private and non-profit organizations in the development of low- and moderate-income housing where such development does not conflict with other policies and provisions of the General Plan and City ordinances. Assistance will include; maintenance of relationships with funding and

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 154 of 185 pages

Housing element

facilitating agencies and organizations, site identification and local, state federal permit assistance.

- Program HO-3.2: Incentives. The City Council will consider reducing permit fees, connection fees and/or improvement requirements for projects involving a substantial percentage of units (minimum of 25%) for "very low-" or "other lower-" income households.
- Program HO-3.3: A 25% density bonus may be granted to qualifying projects, pursuant to Government Code 65915.
- Program HO-3.4: The City shall encourage, coordinate with and support agencies and organizations operating rental and mortgage subsidy and self-help housing programs. The City will refer persons interested in developing low-cost housing to these agencies for assistance.
- Program HO-3.5: The Zoning Ordinance shall be revised to update and expand provisions for "planned developments" as provided in the Land Use Element.

4. Reduction of Government Constraints

Findings: Land use controls exercised by the City result in no significant delays in or impediments to housing construction. City staff members are oriented toward providing a variety of assistance to housing construction. Some potential for inhibition of housing construction exists in the architectural review process, although this process has not significantly inhibited housing construction to date.

Mount Shasta's implementation of the State Subdivision Map Act and the California Environmental Quality Act are not responsible for any significant inhibition of housing development.

City improvement requirements and fees place no significant burden on housing development. Future adoption of mitigation fees could impact housing development, and limiting effects on housing should be a strong consideration in their adoption. Future increases in sewer and drainage fees could inhibit the provision of housing for low- and moderate-income persons.

- Objective HO-4: Minimize the effect of any new mitigation, sewer and drainage fees on provision of housing for low- and moderate-income persons.
- Program HO-4.1: At the time of adoption of any new mitigation fees, the City shall consider the housing needs of low- and moderate-income households. Provisions shall be included for potential fee reductions or other cost

City of Mt. Shasta General Plan

January 27, 1993

Page 155 of 185 pages

Housing element

reductions for projects where 25% or more of the housing would be dedicated to low- and moderate-income persons when a covenant is signed assuring continued use by low- and moderate-income households.

Program HO-4.2: The City will continue to review its planning, permitting and environmental review programs to identify any potential constraints to housing development and means by which those constraints may be reduced.

5. Housing Rehabilitation

Findings: Mount Shasta lacks major rehabilitation problems; about 25 homes are in need of rehabilitation. Some concentration of rehabilitation need exists in the Mill/Berry Street neighborhood. A majority of homes in Mount Shasta were constructed prior to the adoption of state energy standards and could, particularly for low- and moderate-income households, benefit from the addition of energy conserving features. Weatherization programs are offered by the Great Northern Corporation.

Objective HO-5: Rehabilitate, or seek funding to allow rehabilitation of, an average of three housing units per year during the planning period. Facilitate weatherization of an average of 10 homes per year during the planning period.

Program HO-5.1: The City will support the Great Northern Corporation or other agencies in an application(s) for a CDBG rehabilitation grant during the planning period for neighborhoods with identified rehabilitation needs including weatherization and senior housing rehabilitation programs.

Program HO-5.2: The City will, as such information becomes available, notify or cooperate in notification of owners of homes in need of rehabilitation or weatherization about programs which could help meet rehabilitation needs.

6. Adequate Site and Community Services

Findings: Overall, sufficient land supplies are available to meet projected housing needs over the planning periods, and sufficient developed lands are available to support multi-family housing needs; however, additional single-family residential lands need to be prepared for development. In order to provide adequate supply of, and at least minimal selection opportunities for, sites for single-family residential development, the rate of building site creation should exceed the housing

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 156 of 185 pages

Housing element

construction rate. Lands available for conventional construction are also available for the placement of factory-built housing and mobile homes.

Land prices do not inhibit development of housing for low- and moderate-income households. Private initiative in raw land subdivision and City cooperation and assistance in providing services to these sites are needed to meet single-family housing needs for all income groups.

Objective HO-6: Over the planning period, prepare a minimum of 180 single-family building sites for development.

Program HO-6.1: The City will work with developers of housing located outside existing sewer and/or water service areas, or in areas where existing systems are at or near capacity, to develop or improve essential utility systems to facilitate housing development. City assistance may involve direct participation in improvements or cooperation in the formation of assessment districts or other means of financing necessary improvements.

Program HO-6.2: The City will pursue all available means of facilitating needed utility system extensions and improvements including seeking grant funding from state and/or federal agencies as available.

Program HO-6.3: The City will continue to develop and implement plans to expand domestic water and sewage collection and treatment systems such that planned development over the General Plan 20-year timeframe can be accommodated. Housing construction goals identified in objective HO-6 can be achieved without expansion of existing facilities.

7. Conservation of Affordable Housing

Finding: Mount Shasta has a negligible housing demolition rate and limited rehabilitation needs. Nonetheless, action is needed to minimize future rehabilitation needs through encouragement of housing maintenance. If the Mount Shasta real estate market appreciates, affordable housing may become more of a premium and should be conserved.

Affordable housing can be lost through zoning decisions made by property owners which result in the conversion of affordable housing to commercial and other uses.

Objective HO-7: Conserve existing affordable housing wherever possible.

Program HO-7.1: In rezoning, permit or other decisions, the City shall consider the potential effects of the decision on affordable housing particularly for low and moderate income households.

City of Mt. Shasta General Plan

January 27, 1993

Page 157 of 185 pages

Housing element

- Program HO-7.2: The City will periodically during the planning period conduct visual inspections of housing conditions, identifying homes in need of maintenance. The Building Department will notify the owners of the need and offer assistance as appropriate.
- Program HO-7.3: The City will continue to offer free guidance and technical assistance through the Building Department to homeowners who wish to repair and improve existing housing. The City will encourage, and participate in as appropriate, the activities of other agencies promoting homeowner maintenance and improvement self-help skills.

8. Meeting Special Housing Needs

Findings: Mount Shasta lacks housing for handicapped families, and access to housing, on-site common facilities and community facilities is often inadequate.

Previously identified senior housing needs have been more than met by recent construction. Demand for quality subsidized units remains high, partially due to the desirability of the Mount Shasta area and demands generated from outside the area. Lower-income single-parent households may be substantially more disadvantaged in acquiring affordable housing than other income groups. Childcare costs may be a significant limit on ability to pay.

The 1990 census indicates that Mount Shasta has no significant overcrowding problem. Due to lack of agricultural activities in the area, no distinct need for farmworker housing has been identified.

- Objective HO-8: Encourage construction of new, or dedication of existing, housing units to meet identified special needs. Encourage the development of additional childcare facilities.
- Program HO-8.1: Review building codes regarding door sizing, fixture placement and other provisions related to handicapped access, and consider ordinance which would impose standards which promote improved handicapped access.
- Program HO-8.2: The Building Department distribute copies of state standards for on handicapped design to local builders, building designers and architects.
- Program HO-8.3: Actively enforce handicapped-related provisions of Building Code and Municipal Code.

9. Minimizing Energy Costs

Findings: Utility costs, especially during the winter months, are significant in Mount Shasta, particularly for lower- and fixed-income households. Monthly winter utility costs can approach rental costs in some instances.

Pacific Power and Light (PP&L) performs energy audits on both residential and commercial properties and offers zero-interest weatherization loans as well as some limited weatherization-cost rebates. The Great Northern Corporation operates both weatherization (reducing energy losses) and energy-cost support programs for lower-income households.

Objective HO-9: Facilitate weatherization of an average of 10 homes per year during the planning period.

Program HO-9.1: The City will support PP&L and Great Northern's energy audit and weatherization programs and provide referrals and participate in informing households that would potentially benefit from these programs.

10. Providing for the Homeless

Findings: The incidence of homelessness in Mount Shasta is extremely low, and assistance to the homeless is provided by several agencies and organizations including the County Welfare Department, Great Northern Corporation and Mount Shasta Ministerial Association. Contacts with these agencies indicate that the needs of homeless persons are adequately met by existing programs at present.

Emergency shelters and transitional shelters are permitted in existing zoning categories as rooming and boarding facilities and are not prohibited uses.

Objective HO-10: Maintain existing services provided by other agencies to the homeless.

Program HO-10.1: Support activities of existing agencies and organizations in meeting needs of the homeless. By providing referral services to families and individuals needing food and or shelter.

11. Equal Opportunity in Housing

Findings: Evidence of the need to eliminate discrimination in housing has declined since the adoption of the 1984 Housing Element. The City has not been involved in projects involving potential discrimination, and has not received any complaints. Countywide,

City of Mt. Shasta General Plan

January 27, 1993

Page 159 of 185 pages

Housing element

complaint levels are low. The City contains no known adults-only or other restricted housing, other than subsidized housing which involves certain income qualifications.

Objective HO-11: Equal access to housing to all persons in the community without regard to race, religion, sex, marital status, ancestry, national origin or color.

Program HO-11.1: City staff will refer all complaints regarding housing discrimination of any kind to the appropriate designated federal or state regulatory agencies. The City will monitor such complaints and consider the need for further action if a trend develops.

12. Statutory Compliance and General Plan Consistency

Findings: This Housing Element has been developed in conjunction with a comprehensive General Plan revision during 1992. Consistency of the Element with both the existing General Plan (1980) and proposed General Plan (1992) has been reviewed, and the Element is consistent with both Plan documents. Revision of the Element will be required in 1997 in accordance with a legislative-defined schedule. Consistency between the Housing Element and the other elements of the General Plan needs to be maintained.

Objective HO-12: Maintain compliance with Housing Element law and consistency between the Housing Element and General Plan elements at all times.

Program HO-12.1: The Housing Element shall be revised in 1997 to incorporate projected census data and any new provisions of applicable state codes as appropriate. Consistency of the proposed new Element versus other existing General Plan elements shall be reviewed prior to adoption.

13. Public Participation

Findings: The California Government Code requires that the City "make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element." In the current revision, this has been accomplished through public notification, workshop discussion and public hearings in the adoption process.

Objective HO-13: That every interested resident of Mount Shasta is made aware of the Housing Element preparation process and has an opportunity for meaningful participation in the process.

City of Mt. Shasta General Plan

January 27, 1993

Page 160 of 185 pages

Housing element

Program HO-13.1: Repeat and/or expand public notification and discussion opportunities during future Housing Element revision.

C. Housing needs analysis

1. Definition of Income Groups

Income definitions by state and federal agencies involved in housing are based on the County median income. The Siskiyou County median family income as established in May 1992 is \$31,500.

Household income is stratified into four groups on the basis of median income for the purpose of housing program administration and planning:

The percentage of the population in each income category was established for Mount Shasta in the "Siskiyou County Housing Needs Plan" (HCD, 1992), based on 1990 census data. These percentages are shown in the above table.

Table W Distribution of income

Income Group	% of Median	Income Limit	% of Population
Very low	Under 50%	\$15,750	21%
Other lower	50-80%	\$25,200	16%
Moderate	80-120%	\$37,800	26%
Above moderate	Over 120%	N/A	37%

2. Basic Construction Needs

Mount Shasta's projected housing needs are based on the anticipated number of new households, which is in turn based on population growth of 2.0% per year. This population growth rate is selected for Housing Element planning purposes as being a relatively strong growth rate, reflective of population trends over the last 10 years which are highly likely to occur. The 2.0% also closely parallels the growth rate in the Regional Share tables. No significant influence of major new industry on population growth is assumed at this time. Based on the 1990 population of 3460, projected housing needs through the end of the five-year planning period (1997) would amount to about 170 units, based on the 1990 census fixed occupancy rate for occupied units of 2.27 persons/unit.

Previous estimates of the City's population have been greater than actual. In the previous Housing Element the 1988 population was estimated at 3,487 which is 27 persons greater than the 1990 Census count of 3,460. The lower "actual" figure can be partially accounted for in .25 $\pm$ person/household drop over the past 10 years. Dilapidation, fire and

City of Mt. Shasta General Plan

January 27, 1993

Page 161 of 185 pages

Housing element

other forms of removal from the housing stock are not significant in Mount Shasta and are not accounted for in projecting future housing needs.

3. Fulfillment of Regional Share Needs

A "regional share" allocation was prepared for the Siskiyou Association of Government Entities (SAGE) by the state Department of Housing and Community Development (HCD) in March, 1992. Housing development objectives were established for the County as a whole, as well as for the various incorporated cities including Mount Shasta; these objectives were established for the 6-1/2 year period from 1991 to July 15, 1997. The allocations for the City of Mount Shasta, expressed in terms of projected new households and construction to meet these needs are shown below.

Table Y: Housing unit construction goals

Housing Unit Goals - 1993-1997		
Housing Type	Objective	% of Total
Single-Family Residential (market)	97	54
Multi-family Residential (market)	11	6
Senior Citizens Housing	43	24
Low/Moderate-Income Housing	27	15
Second Units	2	1

Table X: Regional Fair Share Housing (1991-1997)

Income Group	Regional Share	% of Total
Very low	38	21
Other lower	29	16
Moderate	47	26
Above moderate	67	37

4. Cost of Housing and Ability to Pay

a. Rental Housing Affordability

"Ability to pay" for rental housing is usually defined as whether rental rates for available housing are less than 25 or 30% of a household's income. This was analyzed for Mount Shasta using rental cost statistics, median County income and income distributions reported in the 1989-90 HUD projections.

Based on census data, 30% of the maximum monthly income in the "very low-" income group (or their "ability to pay") in 1989-90 was less than \$335. The median gross rent for Mount Shasta of \$312 was within the "ability to pay" range for all of these households.

Today, the "affordable" rent for the moderate households would be about \$804; Thus affordable housing needs of this group are probably met by market-rate housing.

City of Mt. Shasta General Plan

January 27, 1993

Page 162 of 185 pages

Housing element

In "other lower-" income households, 30% of the monthly income in 1989-90 ranged between \$336 and \$536. The median gross rent of \$312 was below this range. Thus, the rental needs of this group were largely met by market rate housing in 1980.

City and GNC staff believe the escalation of rents over the past few years is placing the supply well below the demand and decreasing the amount of affordable housing for the very-low and other-low groups. Thus, portions of the "other lower-" income group has housing needs will not met in the housing market. It is believed that the growing number of retirees coming into the area are taking up the affordable housing as fast as it becomes available.

In 1980, 30% of a "moderate-" income household's monthly income ranged between \$1,786 and \$2,680. The median gross rent in 1990 was \$312, and nearly 92% of the reported rents at the census were less than \$450; 58% were less than \$350. Today, 30% of a moderate income would be approximately \$804; based on review of advertised market-rental rates, it appears most rentals are priced around \$425. The rental needs of the moderate-income group are being met by market-rate housing; full availability of rental housing to the "above moderate-" group is assumed.

Mount Shasta has seen significant construction of rental housing addressing low- and moderate-income housing needs over the last few years. Construction has far exceeded the objectives of both the Housing Element and the "regional share" plan prepared by HCD. A total of 107 units for tenancy by low- and moderate-income households were constructed, including 65 senior units. About 72% of these units are occupied by "very low-" income tenants, 20% by "other lower-" income tenants and the remainder by "moderate-" income tenants.

b. Homeownership Affordability

Homeownership, particularly for lower-income households is normally dependent on lending institutions for support; thus, lending practice is a key aspect of "affordability." The availability of purchase capital is based on the buyer's income (ability to pay) as well as the significance of his or her other debt load. Assessment of "affordability" for purposes of the Housing Element was based on two lending guidelines in use today, although both factors may become more flexible depending on the size of the down payment:

- Purchase price should normally not exceed three times the verifiable gross annual income of the buyer.
- Mortgage-related costs (PITI) should be 29% or less of the gross income for a household with a "normal" "other debt" load.

The lending criteria by nature tend to make home loans more inaccessible to low-income households. This is due to difficulties in accumulating large down payments in an escalating real estate market and often-higher debt ratios.

City of Mt. Shasta General Plan

January 27, 1993

Page 163 of 185 pages

Housing element

Pricing and availability of for-sale housing in Mount Shasta is illustrated in the following table, which summarizes Mount Shasta area housing sales for 24 months in 1990 and 1991 (Mount Shasta City Board of Realtors records).

The above 2 year period in total is 39 less housing units less than in the previous 12 months. When compared to the previous Planning Period reported year 1988-1989) the average of the past two years represents a drop in sales of over 56%. The reduction in sales occurs over the entire range with the largest drop occurring in the high end of the scale.

In discussion with local Realtors the Mount Shasta real estate market was described as "flat." Selection in for-sale housing is routinely described as "limited."

"Very low-" income households are generally unable to purchase housing on the normal market as their range of affordability extends only to a maximum purchase price of about \$40,200. The Mount Shasta housing market has little-to-no housing in this range as illustrated in the above table: homeownership is essentially unavailable to this group.

The affordability range for "other lower-" income households ranges up to \$64,230. Availability in this range is also limited, although some units are available. As real estate values increase, the availability of for-sale housing to this group will likely decline and may ultimately disappear.

"Moderate-" income households can afford homes priced up to about \$96,480, and availability is fair in this range. With continuing escalation of real estate values, these opportunities may be contracted. In the "above moderate-" income group, for-sale housing is, and is expected to continue to be, generally available.

Limited assistance is available to lower-income homebuyers through the FmHA Rural Housing Program, which provides mortgage subsidies to qualifying buyers. Costs to FmHA are recovered out of sale of the property. The program is restricted to the upper end of the "other lower-" income group and households with "moderate-" incomes; funding is limited at this time. Some local contractors indicate that the future outlook for this program is bleak. A local chapter of Habitat for Humanity has been established to promote "self-help" home construction.

Table Z 1990 and 1991 Housing sales

Price range (000)	Total	Number of bedrooms				
		1	2	3	4	5
30-39	0					
40-49	5	3	2			
50-59	11		8	3		
60-69	17	2	9	6		
70-79	20		2	15	3	
80-89	12		2	8	2	
90-99	19			19		
100-119	7		2	5		
120-139	3			3		
140+	3			3		
Totals	97	5	25	62	5	0

Source: Mt Shasta City Board of Realtors records.

5. Rehabilitation Needs

Unlike many other Siskiyou County cities, and in spite of a largely older housing stock, Mount Shasta has relatively low rehabilitation needs. This may be due in part to a more robust economy as well as past code enforcement efforts. Older portions of the City have been substantially upgraded over the last few years.

Five (5) existing housing units in Mount Shasta are in need of rehabilitation were as identified by City staff based on visual observations. These substandard units are typically older homes which have not been maintained over the years; some lack foundations. Of these, two or three are marginally suitable for habitation while the remainder need foundations and repairs of dry rot and roofs. Most could be brought into code conformance with minor repairs and maintenance. For the most part, these units are scattered throughout the various neighborhoods of the City.

In addition to these more obvious rehabilitation needs are the number of older housing units, more than 451 of which were constructed prior to state energy regulations. Most, if not all, of these units were constructed without modern insulation or other energy efficiency. This can be troublesome for lower-income households faced with significant utility bills during the colder winter months.

The Great Northern Corporation operates a "weatherization" program for lower-income homeowners which provides low-interest loans of up to \$1,000 for the installation of weather stripping, storm windows, insulation and other energy conserving features.

6. Overcrowding

Overcrowding is defined as 1.01 or more-persons per room. The 1984 Housing Element cited an overall bedroom occupancy rate of 0.89 persons/bedroom. Census data indicated a total of 34 units housed 1.01 or more persons per room (about 3.0% of the occupied housing at the time); 20 of these units were renter-occupied. Based on these rates, about 50 units would be overcrowded today. This is considered a minor overcrowding problem. Most of the identified overcrowding was located in the Mill/Berry Street neighborhood, identified in the 1984 Housing Element as a "Housing Conservation Area." Overcrowding, as defined, occurs in all housing size ranges.

7. Special Housing Needs

a. Senior Housing

Census demographics indicate that seniors constitute about 15.6% of the general population of Mount Shasta, or about 540 persons today (up 1.4% from the 1980 census). Assuming a straight relationship to population, this would involve a near-poverty population of about 150 persons. The 1984 Housing Element identified a need for 24 subsidized senior units. Construction since its adoption has generated nearly three times this many units.

Senior Citizens indicate that housing was generally available, but that ever-increasing costs versus fixed incomes makes clean, affordable housing more and more difficult to obtain and/or retain.

Siskiyou County has identifying needs of the handicapped, including the visually and speech-impaired, and developmentally disabled, those with orthopedic disabilities (mostly elderly), and those suffering from psychological and substance abuse and other difficulties. The study indicates that over 1,300 handicapped persons reside in Siskiyou County; about 400 of these are located in the "south County", while an estimated 60-70% reside in the Mount Shasta area.

The group is economically stratified, either "well off" or quite disadvantaged. Special costs of lifestyle maintenance for handicapped persons (e.g., wheelchairs) can make difficult conditions worse. With specific regard to housing, the contractor projects constructed during the previous planning period provided housing for the handicapped as well as lower income and seniors. Access to housing units and common areas, even within subsidized projects, is poor. Due to Mount Shasta's hillside location, private housing is frequently situated poorly for handicapped access. Access problems also extend to interior design, with inadequate door widths and other inadequacies resulting from designer lack of experience.

b. Large Families

Mount Shasta has a relatively low proportion of large households (defined here as five or more persons). In 1990, 1.8% of the households were within this group. A corresponding 3.0% of the housing stock in 1980 consisted of units with five or more bedrooms. In terms of both magnitude of demand, and housing supply versus demand, Mount Shasta appears to have no significant large-family housing problem.

c. Farmworkers

Mount Shasta has no significant farmworker population; agricultural operations in the City vicinity include a few small cattle ranching operations, this type of agriculture is typical for Siskiyou County as a whole. The Siskiyou County Housing Element found that "there are relatively few seasonal farmworkers in the County due to the lack of labor-intensive types of agriculture." There is no definable distinct need for farmworker housing in Mount Shasta.

d. Female-headed and Single-Parent Families

Female-headed families constituted about 13.9% of total families reported in 1990. It is estimated that about a third (34%) of the female-headed households had below-poverty level incomes. Approximately 3.0% of the total families were single male headed households.

Housing needs of lower-income single-parent households can be more acute than those of other lower-income households. Both male- and female-headed single-parent households are subject to child daycare costs in order to allow the household head to work. In the lower income strata, daycare costs can be a significant proportion of disposable income. Thus, single-parent households are more disadvantaged than other low-income families.

e. Homelessness

Homelessness in Mount Shasta is extremely low; although no agency maintains a statistical record, contacts with agencies and organizations involved in meeting needs of the homeless indicate that, Countywide, "applications" for homeless support are received daily. Likely, winter weather conditions have much to do with this. The homeless are typically jobless, one-parent families or "abuse" relocations. Emergency overnight accommodations are funded by the below-described agencies and adequately provided at local motels.

Assistance to the homeless is provided by several agencies and organizations including:

- County Welfare Department, which provides emergency funding for overnight accommodations and on a longer-term basis, AFDC for qualifying families.
- Great Northern Corporation, which operates a "last month's rent and deposit" assistance program to get homeless people established in permanent housing.
- Mount Shasta Ministerial Association, which provides emergency funding for overnight accommodations, food and clothing to needy families. Contacts

with these agencies indicate that homeless needs are adequately met by existing programs at present.

D. Land inventory

The current boundaries of The City of Mount Shasta encompass nearly 2,180 acres of vacant land, over 836 acres of which are currently designated and useable for residential purposes. Existing residential development capacity, pursuant to existing General Plan and zoning designations, totals about 900 dwelling units and 1,000 in the Sphere of Influence. Of the total capacity, about 77% is for Multi-family Use; although many of the lands designated for multi-family development are in wetland areas, about 600 units of multi-family capacity remains available. A more than sufficient capacity of developable land exists to support overall housing objectives for the planning period.

More than sufficient housing capacity would also be provided by the proposed Land Use Element, of the General Plan revision. As General Plan Table 2.4 indicates, proposed designations would allocate about 5,521 acres for residential use, located both inside and outside the City limits, and would establish capacity for all residential development expected within the planning period.

This inventory is also applicable to sites for factory-built and mobile homes which, as required, the City allows to be placed in residential zones.

The inventory accounts for physical or environmental constraints and does not include in the calculations undevelopable steep areas, lands classified as wetlands and lands subject to other constraints. Commercial and industrial lands which would in certain instances also support residential uses are also not counted in the inventory even though these could involve additional residential capacity. Neither does the inventory account for potential development capacity under density bonus provisions of state planning law; the City has not, however, received any applications for projects using these provisions. Thus, the inventory is conservative with respect to the City's capacity for housing development.

For the purposes of discussion, the City is divided into the "town proper," the East side including both incorporated and unincorporated lands east of the town proper and the Springhill Area, which lies north of the town proper and Spring Hill the landform. Within the town proper, there are generally no significant constraints to residential development (other than wetlands, which are accounted for) on vacant lands. These sites are served by existing sewer, water and storm drainage systems, and adequate capacity is available in these systems in order to accommodate most anticipated development. No specific constraints have been identified by staff.

City of Mt. Shasta General Plan

January 27, 1993

Page 168 of 185 pages

Housing element

The Springhill Area previously had constraints on development, however, the sanitary sewers have been extended to the area and the water system is currently in the design phase.

Development in the unincorporated Eastside area (single-family residential development) will first depend on annexation; even when incorporated, however, development will be constrained by limitations of existing City water, sewer and storm drain system. Because the systems were constructed to serve the town proper, sewer line size, water system pressure and storm drain size are limited near the eastern City limits. Development to the east will require substantial off-site City approvals. In review of a recent development proposal, a variety of impact-reducing options were discussed, including on-site storm water retention and actions for selective sewer and water system improvements.

City of Mount Shasta sewage treatment facilities will be adequate to serve anticipated housing development and meet needs generated by the fulfillment of the quantified housing objectives of this Element. The treatment plant facility is currently operating at approximately 75%-of-capacity. The City has initiated expansion plans in advance of exceeding the threshold of capacity. The City is prepared to meet the housing development anticipated, at historic rates, in this Element as well as demands originating from housing development in the unincorporated area out of existing capacity. The City intends and to have needed plant improvement on-line well in advance of the future additional needs. Although even the town proper contains sufficient lands to meet total construction needs for the planning period, action is needed to prepare sites adequate to meet actual housing needs. Available lots that are affordable for low- middle-cost housing that are not subject to wetland and contracts and not hillsides are in short supply.

1. Governmental constraints

Although principal influences on housing development and maintenance are related to outside demand and cost-of-money influences, the City, state and county agencies can influence the ease and cost of developing housing thereby influencing the amount and type of housing developed in the community. Beyond the general questions of policy addressed in the Element, the City's land use and building controls, improvement requirements and fee structure can all influence the provision of housing. These influences are addressed below.

2. Land Use Controls

The City's basic influence over building is the building permit, required for all new construction and remodeling. Where no other planning or zoning approval is required, building permits are normally issued within a few days of plan submittal. Plan-check time has not been a significant source of complaint.

City of Mt. Shasta General Plan

January 27, 1993

Page 169 of 185 pages

Housing element

Building-related improvements, even where substantial, are usually handled efficiently. Both City Building and Public Works officials concentrate on appropriate improvement requirements, and the City commonly works cooperatively with builders to complete the improvements, even to the extent of providing City crews and/or contractors to complete improvements at the builder's cost.

In addition to building permits, multi-family projects require architectural review in accordance with the Design Review ordinance and design guidelines adopted by resolution. The ordinance and guidelines are oriented toward compliance with the City's adopted "Mountain Village" theme. Under the ordinance and guidelines, the Planning Commission may interpret these documents and require design changes as appropriate to fulfill the purposes of the ordinance and guidelines. While some complaints have been received since the adoption of the architectural requirements, the regulation is not considered onerous. Implementation authority was recently transferred to the Planning Commission to ensure that architectural review decisions are made in the context of larger community needs.

Time required for architectural review varies from a minimum of 30 days for applications submitted prior to the monthly cutoff to about 60 days.

The City provides a limited option for flexibility in residential project design through its "Optional Design" zoning. The zoning is similar to the more commonly known "planned development," allows for limited flexibility in site design and improvement standards. Density transfer options are being discussed as part of the current General Plan revision. Utilization of these types of options can be improved by the planned amendment to the zoning ordinance which reflects current planning practices and simplifies the approval process.

Land subdivision under the State Subdivision Map Act is an essential element of providing additional sites for housing and is regulated under the City's Subdivision Ordinance. Parcel Map subdivisions are routinely processed by the City in two to four weeks. Processing time for Final Map subdivisions may require significantly more time, largely due to the CEQA process, described below, and submission of required drawings, specifications and title documents and bonds. Absent environmental problems, and prompt filing of documents the processing time can approach that for Parcel Maps.

Like all California cities and counties, Mount Shasta implements the California Environmental Quality Act (CEQA). The City staff endeavors to complete environmental reviews of all projects expediently, using exemptions, Negative Declarations and mitigated Negative Declarations where applicable and allowed by law. The City functions within the time framework established by the Permit Streamlining Act at all times, completing environmental and project reviews within established time limits.

3. Building Codes and Enforcement

The Mount Shasta Building Department enforces the provisions of the Uniform Building Code (UBC). The Mount Shasta Municipal Code includes no special requirements related to building permits other than site improvement requirements discussed below. The building official is not involved in any special code enforcement activities.

4. Site Improvements, Fees and Exactions

Site improvements required by the City for housing projects are generally limited to City standard streets (50-foot improvement width, for, pavement, curb, gutter and sidewalk, within a 60-foot right-of-way required for snow removal and storage). On- street parking is allowed, except for snow removal period as well as off-street parking, generally one covered and one uncovered space per residential unit.

Street standards need to be met on-site for multi-family projects, and standards may be reduced under the City's Optional Design zoning regulations provided that snow removal and storage needs are met. The City's Subdivision ordinance specifically allows the City Council to grant exceptions to street improvements where justified, and specific reduction allowances are made for hillside subdivisions.

Reductions in parking requirements may be, and have been, granted for projects in which reduced need is demonstrated. Based on survey data showing a much lower-than-normal parking rate for seniors, parking requirements for Senior Citizen projects in the past have been granted reductions in the required parking to one space per unit.

The City's planning permit fees are minimal and cover the processing costs or actual preparation costs as with environmental impact reports. The City also collects fees for processing costs by other agencies the state annexation fees. City fees range from \$50 to \$500. City fees have not constituted a constraint on housing. A check with other agencies indicates that the City fees are comparable to those of most other jurisdictions in the Northern State.

At present, the City does not have mitigation fees in place. Traffic mitigation fees are being considered, if adopted mitigation fees could occur within the planning period. Without a specific proposal, no specific problems with respect to housing can be identified. If mitigation fees are adopted and the cost of housing is not considered, they could be an inhibiting factor in the development of housing.

The City imposes demand-based fees for sewer, water and storm drain service on all development. Sewer and water fees are assessed on the basis of "Household Equivalents" (HE), where a single-family unit equals one HE and a multi-family unit about 0.6 HE.

City of Mt. Shasta General Plan

January 27, 1993

Page 171 of 185 pages

Housing element

These fees represent each development's contribution to anticipated capital improvement costs on an HE basis. Currently these fees are:

Sewer	\$2,420
Water	\$500

Connection fees are negotiable if the developer makes other contributions to the sewer or water system, providing tangible improvements in-lieu of fees. Drainage fees range from \$100 for a single family residence to \$188 for a fourplex.

Permit fees paid recently for a lower income residence of 1,104 square feet with a 350 square foot garage valued for construction at \$44,400 are as follows:

All City permit building inspection fees	\$480
State mandated fees, seismic, and meter	49
School District Fees (\$1.65/sq ft)	1,821

City fees are less and comparable to connection fees in other cities. The City does not control or have input into the fees charged by other public agencies such as the schools or state.

The City anticipates increasing its water fees in the near future due increased costs in construction and delivery of water. The fees will likely be escalated into the typical range of fees for other cities and will not be significant constraint on housing. The City also anticipates the development of a citywide drainage master plan which will likely result in the imposition of higher storm drainage fees than currently exist. The impacts of these fees on housing development, particularly for low- and moderate-income families, should be considered.

Parkland dedication/in-lieu fees are required in residential subdivisions. The fees, prior to the adoption of the fees the City considered the effect of the fees on low- and moderate-income households and determined that the fees would not be a significant constraint to housing.

E. Non-governmental constraints

1. Environmental Features

The core area of Mount Shasta, and the location for many multi-family units, was centered on a wetland area. Housing development in wetland areas is constrained by the physical limitations of these lands as well as by permitting constraints. Areas subject to wetland constraints are shown on Figure 18 on page 94.¹⁹

Wetland constraints are largely confined to the core area and area between Nixon Road and I-5, much of this land being designated for multi-family residential development. Wetland constraints affect a great deal of multi-family and single-family-designated lands within the "town proper." Although these constraints are significant for the affected lands, sufficient non-constrained lands are available to support identified housing needs. Development of wetlands involves additional site preparation (fill, pilings etc.) in order to provide a suitable foundation for housing, and all wetland development is under the permitting jurisdiction of the Army Corps Of Engineers. Most wetland development involving less than one acre of disturbance has been permitted under a Nationwide Permit. Federal agencies have become more sensitive to wetland issues and the cumulative effects of small developments. Thus they are restrictive in the permitting requirements pending adoption of area Special Area Management Plan (refer to Open Space and Conservation Element §V.A.1.d on page 92).

There are no other significant environmental constraints to housing. Mount Shasta city is not subject to significant flooding. The City is sensitive to it's geology and volcanic environment.

2. Availability of Financing

Conventional fixed-rate financing is available to qualifying buyers at interest rates of between 8-5/8% and 9%. Adjustable-rate mortgages are also available, starting at 6-1/4%. Professionals state that rates were recently lowered to help the economic recovery and will likely rise to previous levels. The City has received no reports of discriminatory lending practices, and contacts in the real estate and lending industries have not reported any knowledge of any lending practice which would exclude lower-income or other disadvantaged homebuyers on any basis except basic qualification factors.

¹⁹/The Housing Element makes reference to the *Planning and Environmental Data Base* maps, which were updated and incorporated into the General Plan as ?.

City of Mt. Shasta General Plan

January 27, 1993

Page 173 of 185 pages

Housing element

Homeownership options for lower-income households, as noted in §VIII.C.4, are more limited due to difficulties in qualifying for loans. Mortgage subsidies for qualifying households are available to lower-income buyers through the Farmer's Home Administration (FmHA) Rural Housing Program. Program costs are recovered at the time of sale. Local contractors involved in the program indicate that the short-term availability of funds will be extremely limited.

Additional low-cost financing is available to lower-income homeowners for weatherization and to seniors for general rehabilitation through the Great Northern Corporation. General rehabilitation financing for lower-income households can be obtained through the Community Development Block Grant program; however, the City has not qualified for this type of funding in the past.

3. Land Cost

Ready-for-construction residential lots with City street, water and sewer service are relatively available but are becoming expensive. Prices range from \$30,000 upward to \$50,000 for single-family lots. Duplex to fourplex lots range in price from \$33,000 to \$50,000, depending on size and location. Undeveloped raw land prices currently vary between \$21,000 and \$37,000 per acre. Land prices are generally well below those in other portions of the state. Land prices are consistent with the general cost of housing and do not constitute any significant constraint on the development of housing.

4. Construction Costs

Other than wetland constraints identified above, there are no identified constraints on housing construction due to construction costs. Unit costs are generally below costs for the state as a whole.

The local contractor pool is generally adequate to meet construction needs. Contractors from the larger Redding area commonly work in Siskiyou County.

5. Energy conservation

In a mountain climate like Mount Shasta's, energy costs and conservation are important housing issues. Energy costs, particularly during the late fall, winter and early spring months, can be significant even in homes with modern energy conservation features. However, the majority of Mount Shasta's housing stock (nearly 52.6%) was constructed prior to the incorporation of energy conservation standards in building codes, and most of these homes likely do not have many energy conservation features. For lower-income households in particular, energy costs may be significant.

City of Mt. Shasta General Plan

January 27, 1993

Page 174 of 185 pages

Housing element

Many homes and apartments have had significant energy conservation improvements over the last 15 years. Of these, about 60 have been improved under the Great Northern Corporation's (GNC) "weatherization" program. Weatherization applications (from lower-income and qualifying senior households) have been concentrated in the Mill/Berry Street, Sheldon/Perry/South Washington Street and Spring Street neighborhoods. Additional weatherization needs for moderate- and above moderate- income households are present in the pre-1970 City neighborhoods, notably "the tract" and residential areas east of South Mount Shasta Boulevard.

Promotion of energy conservation is accomplished by active enforcement of state energy conservation requirements for both new construction and remodeling permits. Energy efficiency is further addressed on multi-family residential developments during the design review process; this input occurs on an informal basis but contributes to overall energy efficiency.

Consideration of energy conservation is also required by the Subdivision Map Act, which requires that subdivisions consider the potential for building siting to take advantage of passive solar opportunities (e.g. orienting lots so that buildings can have a significant southern exposure). Findings of consistency with this requirement are required at the time of Tentative Map approval. Continuing access to solar energy could be guaranteed by adoption of a solar access ordinance.

Additional energy conservation can be achieved by concentrating new residential development in closer proximity to commercial areas and other destinations. The Land Use Map designations would concentrate high-density residential areas immediately adjacent to existing and proposed commercial areas, and General Plan policies favor the incorporation of second-floor-and-above residential uses in the CBD as a means of promoting pedestrian traffic. There is not a significant number of parcels that could be changed from present uses to residential.

F. Review of previous housing element

The City's previous Housing Element was adopted by the City Council on December 20, 1990 (Resolution CCR-90-95) after review and comment by the state Department of Housing and Community Development (HCD) and incorporation of these comments in the Element. The effectiveness and progress in implementation of the Element are described in the following review of objectives, policies and the principal points in the Housing Program.

The City played an active role in the provision of low- and moderate-income housing in Mount Shasta in the ensuing period. Low- and moderate-income housing was authorized

City of Mt. Shasta General Plan

January 27, 1993

Page 175 of 185 pages

Housing element

through the election process, and incentives were provided to encourage its development. The following projects were developed.

The overall objective of "adequate provision of housing for all income groups" was met in that housing development goals for low- and moderate-income persons were exceeded by a factor of 2. Although rental housing continues to be in short supply. Comprehensive measures for "conserving" Mount Shasta's housing stock were not developed. While Mount Shasta's rehabilitation need is not large, the major barrier to City rehabilitation activity was the lack of ability to acquire housing rehabilitation funds.

The City has not needed to make a major effort in the elimination of discrimination in housing. The evidence of the need for such efforts declined since the adoption of previous Housing Elements. The City will continue to monitor and respond to any complaints regarding discrimination in housing.

The housing program described in the 1990 Housing Element encompassed the five-year period 1988-1992, although the "regional needs" plan extended through 1991. Performance on the housing program is described for each principal part of the housing program for the applicable period.

Housing for All Economic Segments: Within the 1988-1992 period, single-family homes, senior citizens and low/moderate-income objectives were met by a factor of two. Market-rate multi-family projects fell below objectives. As a result of a nationwide recession and depressed housing industry, further heavy multi-family construction activity in the low/moderate-income and senior groups met the demand. A 30-unit townhouse project was constructed during the period.

Second Units: A second-unit ordinance was passed, but, little interest in under this ordinance has occurred. City staff indicates that very few applications have been filed for these units, rather than constraints on their development.

Very low-, other lower-, and some moderate-income regional share needs are being met in subsidized units constructed during the 1984-1988 period; figures shown are based on existing occupancy and developed from contact with managers of subsidized housing projects.

Consider Housing Costs in General Plan and Zoning Decisions: Increase density, as denoted in the General Plan, as an incentive to developers of low/moderate-income housing. Adequate land exists for higher densities as a result the City has had no recent housing-related General Plan or zoning change requests.

Assistance to Low/Moderate-Income housing developers: The City provides continuing assistance and cooperates with developers in obtaining state and federal funds. A City-sponsored election in 1984 resulted in voter approval of the construction of 88 senior and low/moderate-income multi-family units.

City of Mt. Shasta General Plan

January 27, 1993

Page 176 of 185 pages

Housing element

Density Bonus: The City complies with Government Code Section 65915. The City has not received any applications for this type of development. Previously completed low/moderate-income, projects were consistent with allowable densities.

Parking and Other Improvement Standard Reduction: Parking requirements were reduced for senior housing on the basis of reduced necessity. Other parking reductions can be made where justified. The City provides for potential reduction of improvement standards for housing and subdivisions through the following:

- Subdivision Ordinance allows the City Council to grant exceptions to all improvement requirements, as appropriate.
- In addition to the variance process, "Optional Design" is provided in the Zoning ordinance to provide for flexibility in subdivision and housing design.
- Planning Commission and Council may both interpret the City's improvement standards in the review of site development plans.

Condominium Conversion: Although allowable, no requests have been filed. The City contains practically no housing which would be suitable for condo conversion, housing is limited to isolated 3- and 4-plexes, nor has any such housing been constructed since 1984.

Section 8 Rental Assistance: The City is not actively involved in the Section 8 program, which is administered by the state HCD and locally by the Great Northern Corporation. There are about 130 Section 8 vouchers and certificates in Siskiyou County. Thirty are located in the Mount Shasta area.

Reduce Construction Costs: The Subdivision Ordinance is currently being updated to include current Map Act provisions. Applicants will not experience any significant delays as a result of the revision. Relief from improvement standards is provided where appropriate, and staff often suggest design changes, using allowable flexibility, in order to reduce unnecessary construction costs or meet other community goals.

Other construction-related ordinances are being continuously being reviewed, and revised to include state law changes. No significant impediments to housing development were identified to date. City ordinances, regulations and operations are oriented toward facilitating housing development. In addition to modification of improvement standards, application fees are held to a minimum, and sewer and water hookup fees are held to a level necessary to meet anticipated improvement needs. The flexibility to adjust requirements for a specific project of benefit to the community is readily available.

Early Identification of Housing Needs: Conceived when the City anticipated a major new employer, the need for implementation dissolved with the project and is not expected to recur.

G. Housing conservation

Assist in obtaining CDBG Funds: The City applied in 1984-86 for CDBG funds for sewer and water improvements and fire-fighting equipment with no success. The Great Northern Corporation, handles housing grant administration for the City.

Code Enforcement: The City provides continuing code enforcement in new construction; free inspections of existing structures is provided when requested or as a complaint.

Promote Family Housing: The City has continued to encourage both low/moderate-income and market-rate multi-family developers to orient units toward family occupancy. Unmet needs from the previous Housing Elements are limited. Regional share low-income housing needs have been met through 1992. The City has performed adequately on most specific programs. Other construction needs are, of course, identified in this Element, and appropriate provisions from the previous Housing Element are carried over into the present document.

Housing Conservation Areas: These areas were designated in the Housing Element and have received consideration in allocation of capital improvements. Public improvements in designated areas have been minimal. The Mill/Berry Street neighborhood has received drainage, curb and gutter improvements, and the City has participated in sidewalk improvements adjacent to another designated area that was privately rehabilitated. No significant general funds have been available for direction to these areas. The GNC has performed a number of grant-funded weatherization projects in the Mill/Berry Street neighborhood.

The City will consider submitting an application for a CDBG grant during the next cycle to help in meeting the City's limited housing rehabilitation needs. Grant funding, if received, will be applied within one or more of the previously identified Housing Conservation Areas.

H. Preservation of assisted housing

The government code requires that each city and county adopt an analysis and program for the preservation of assisted housing. The Analysis and program is for a ten-year period and is to include the following elements:

- An inventory of units at risk of losing use restriction
- Cost analysis of preserving at-risk units versus replacing them

City of Mt. Shasta General Plan

January 27, 1993

Page 178 of 185 pages
Housing element

- Nonprofit entities capable of acquiring and managing at-risk projects
- Potential preservation financing sources
- Number of at-risk projects/units to be preserved
- Efforts to preserve units at risk of losing restrictions

The following is a partial list of programs:

- HUD programs
 - Section 8 Lower-Income Rental Assistance
 - Section 101 Rent Supplements
 - Section 202 Direct Loans for Elderly or Handicapped
 - Section 213 Cooperative Housing Insurance
 - Section 221 (d)(3) Below-Market-Interest-Rate Mortgage Insurance Program
- FmHA Section 515 Rural Rental Housing Loans
- State and Local multi-family revenue bond programs
- Redevelopment programs
- Local in-lieu fee programs or inclusionary programs
- Developments which obtained a density bonus and direct government assistance pursuant to Government Code Section 65916.

I. Assisted Units At-Risk of Conversion

The following two projects were identified:

There are two "Assisted Unit" projects in the City of Mount Shasta. Alder Gardens and President George Washington Manor could become at-risk during the analysis period.

- Alder Gardens, a HUD assisted, Section 236 project could be eligible for conversion of use restrictions during the first 5 years of the 10 year analysis period.
- President George Washington Manor, a Section 8 project has a termination dated within the second 5 year period.

The two identified projects which could become at-risk during the analysis period have mortgage-based use restrictions requiring retention of low-and moderate-income character for the remaining term of the mortgage.

Total number of elderly and non elderly units that could be lost from low-income housing stock during each 5 years of the analysis period.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 179 of 185 pages
Housing element

<i>Project (Total units in project)</i>	<i>Type of Units</i>	
	<i>Elderly</i>	<i>Non elderly</i>
1st five year period - July 1, 1992 to July 1, 1997		
Alder Gardens, February 1996 (28 units)	9	19
2nd five year period - July 1, 1997 to July 1, 2002		
President George Washington Manor, June, 2001 (39 units) ..	39	0
Total number of units during 10 year analysis (67) ...	48	19

2. Estimated total cost of producing new rental housing that is comparable in size and rent levels to replace the units that could change from low-income use, and estimated cost of preserving the existing assisted units

a. Estimated cost of replacing the existing units — new construction

Cost to replace units - 1st five year period - July 1, 1992 to July 1, 1997

Estimated cost of replacing 28 rental housing units with new units comparable in size and rent levels (1992 dollars)

Land	\$65,000
Improvements	\$1,457,200
Contingencies	\$145,700
TOTAL	\$1,667,900

Cost to replace units - 2nd five year period - July 1, 1997 to July 1, 2002

Estimated cost of replacing 39 rental housing units with new units comparable in size and rent levels (1992 dollars).

Land	\$85,000
Improvements	\$1,969,200
Contingencies	\$196,900
TOTAL	\$2,251,100

b. Estimated cost of preserving the existing units — acquisition

Cost to preserve units - 1st five year period - July 1, 1992 to July 1, 1997: The market value of the project, based on sales of comparable facilities in the area, would be approximately \$1,500,000 in 1992 dollars.

Cost to preserve units - 2nd five year period - July 1, 1997 to July 1, 2002: The market value of the project, based on sales of comparable facilities in the area, would be approximately \$2,750,000 in 1992 dollars.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 180 of 185 pages
Housing element

**c. Estimated cost of preserving the existing units, rehabilitation,
and/or conservation**

At present there is not an adequate supply of apartment units to meet the existing demand. Nor are there any projects of the same size as the identified units. Rehab and conversion of existing units could decrease the moderate-income units in the City as well as displace low-income persons using Section 8 vouchers.

As the date for the first possible conversion approaches the City will investigate availability of units that can be converted or rehabilitated and funding. If notice is received of the filing of any request with FmHA or Notices of Intent with HUD to terminate a subsidy contract, prepay a mortgage or otherwise terminate use restrictions prior to the termination date City will immediately respond. The City will identify available units and explore sources of grants and available funds.

**3. Public and nonprofit corporations known to the City
that have legal and managerial capacity to acquire and manage housing
developments**

The Great Northern Corporation, a nonprofit corporation, located in Weed CA, has demonstrated experience, in acquiring grounds and manage housing programs. ESKATON, the current owner of the President George Washington Manor, has the experience and ability to develop and manage projects. Public Agencies, Siskiyou County does not have a Countywide Housing Authority. The City of Mount Shasta does not have a housing authority, housing office or housing program.

**4. Identification and consideration of the use of federal,
state and local financing, for preservation of assisted units**

a. Federal Funds

Community Development Block Grants (CDBG) - The City of Mount Shasta has not been successful in its application for CDBG funds. The Great Northern Corporation has been successful in acquiring funds under the CDBG program.

HOME Investment Partnership Program - Upon receipt of the Notice of Funding Availability (NOFA) from the State the City will investigate the possibility of its use by the City for possible implementing of programs in the future as projects become at risk and notice is received of the filing of any request with FmHA or Notices of Intent with HUD to terminate a subsidy contract, prepay a mortgage or otherwise terminate use restrictions.

**City of Mt. Shasta
General Plan**

January 27, 1993

Page 181 of 185 pages

Housing element

b. Local Funding Sources

Community Redevelopment tax increment funds - The City does not have a Redevelopment agency or program.

Administrative fees received by a Housing Authority - Siskiyou County does not have a Countywide Housing Authority.

The City of Mount Shasta does not have a housing authority.

Other Local Funds - There are no funds within the City budget that can be transferred to housing programs without affecting police protection, fire protection and other vital city services.

Subsidy Programs - The City does not administer housing subsidy programs but cooperates with The Great Northern Corporation in their programs.

5. Housing Programs

The following excerpts from the City's adopted housing element state the City's objectives relating to low-income housing.

Program HO-3.1 Encouragement and Coordination. The City will assist private and non-profit organizations in the development of low-and moderate-income housing where such development does not conflict with other policies and provisions of the General Plan and City ordinances. Assistance will include maintenance of relationships with funding and facilitating agencies and organizations, site identification and local, state and federal permit assistance.

Program HO-3.2 Incentives. The City Council will consider reducing permit fees, connection fees and/or improvement requirements for projects involving a substantial percentage of units (minimum of 25%) for "very low-" or "other lower-" income households.

Program HO-3.3 A 25% density bonus may be granted to qualifying projects, pursuant to Government Code 65915.

Program HO-3.4 The City shall encourage, coordinate with and support agencies and organizations operating rental and mortgage subsidy and self-help housing programs.

City of Mt. Shasta General Plan

January 27, 1993

Page 182 of 185 pages
Housing element

6. Timeliness

The City prior to the time the first units become at-risk will developed a specific timetable and program.

Upon receipt of the Notice of Funding Availability (NOFA) from the State the City will investigate the possibility of its use by the City for possible implementing of programs in the future. As projects become at risk and notice is received of the filing of any request with FmHA or Notices of Intent with HUD to terminate a subsidy contract, prepay a mortgage or otherwise terminate use restrictions. The City, within the required 15 month right-of-first-refusal period, will contact known public and private agencies of the notice and within available resources assist in the development of programs and in the application for available funds.

7. Quantified Objectives

Establishment of the maximum number of units by income category that can be constructed, rehabilitated and conserved over the 5 year planning period of the housing element. Depending on the availability of state and federal grants, loans and funds for housing, and local funds the following Quantified Objectives are established.

Table AA: Quantified objectives

Quantified Objective	New Construction	Rehab	Conservation
Very Low-Income	27	5 ^a	451 ^b
Low-Income	21		
Moderate-Income	34		
Above Moderate	48		
^a Five units were identified in the general plan update process in 1990-91. These units are occupied by Very Low- and Low-Income persons. Rehabilitation would be for occupancy by the same income groups. ^b The general plan update process identified 451 units that need some degree of conservation from installation of insulation to structural repairs.			

The following tables reiterate the housing goals established previously in this housing element in §§VIII.C.2 and VIII.C.3.

City of Mt. Shasta General Plan

January 27, 1993

Page 183 of 185 pages

Housing element

Table BB: Regional Fair Share Housing - 1991-1997²⁰

Income Group	Regional share (%)	% of total
Very low	38	21
Other lower	29	16
Moderate	47	26
Above moderate	67	37

Table CC: Housing Unit Goals - 1993-1997

Housing type	Objective (units)	% of Total
Single family residential	97	54
Multi-family residential	11	6
Senior citizens' housing	43	24
Low/moderate income housing	27	15
Second units	2	1

The Regional Share Tables were established for the period from 1991 to July 15, 1997, which cover the first 5 years of the analysis period. The second 5 year analysis period will be covered in the allocations prepared for the five year period beginning in 1997.

8. List of Subsidized Projects Identified as Potential At-Risk

Project Names	FHA/FmHA	Termination ²¹
Address	Total Units; Units/Bedrooms	Sec 8 ²²
Alder Gardens	FHA	2/19/96 9/8/91
700 - 710 Pine St	28 units; 16/1, 12/2	20+ ²³
President George Washington Manor	FHA	10/21/22 6/29/01
1020 Kingston Road	39 units; 38/1, 1/2	0 ²³

²⁰/Regional Share tables were prepared for the Siskiyou Association of Government Entities (SAGE) by the state Department of Housing and Community Development (HCD) in March 1992. The tables cover the county for the County as a whole, as well as for the incorporated cities including Mount Shasta.

²¹/Earliest dates for termination of FHA or FmHA programs.

²²/FHA or FmHA Section 8 subsidized units.

²³/Number of years remaining after earliest date of termination.

City of Mt. Shasta General Plan

January 27, 1993

Page 184 of 185 pages

Housing element

Project Names	FHA/FmHA	Termination ²⁴
Address	Total Units; Units/Bedrooms	Sec 8 ²⁵
George Washington Manor	FHA	4/28/26 11/27/05
Pine Street	24 units; 6/S, 18/1	0 ²³
Shasta View Ranch	FmHA	12/10/05
210 E. Hinkley Street	42 Units; 20/1, 20/2, 2/3	0 ²³
Alta Vista Manor	FmHA	7/4/06
625 Marjorie Street	44 Units; 43/1, 1/2	0 ²³

NOTES

All of the above developments have mortgage-based use restrictions requiring retention of low- and moderate-income character for the remaining term of the mortgage.

There are no locally-subsidized units. The City of Mount Shasta has not issued mortgage revenue bonds, has not approved any density bonuses with financial assistance, does not have an in-lieu fee program, and has not assisted multi-family housing with redevelopment or CDBG funds.

9. Process Used And Persons Contacted to Determine the Status of Units

a. Processed used in determination

The documents were used as the base for the inventory; the "Inventory of low income rental units subject to termination of Federal mortgage and/or rent subsidies by Year 2008" prepared by the California Coalition for Rural Housing Project and the Mount Shasta General Plan.

Contact was made with the Great Northern Corporation, a non-profit community service corporation, and persons in the local rental housing-real estate market to help discover other units. The City of Mount Shasta and the Siskiyou County Planning Department also provided input.

Persons contacted identified two FmHA projects that were not on the CCRHP listing.

Administrators and managers of the developments, and the FmHA and HCD staffs were contacted for information regarding the program(s) that applied to the individual developments.

The City of Mount Shasta has not been notified of the filing of any request with FmHA or Notices of Intent with HUD to terminate a subsidy contract, prepay a mortgage or otherwise terminate use restrictions.

²⁴/Earliest dates for termination of FHA or FmHA programs.

²⁵/FHA or FmHA Section 8 subsidized units.

City of Mt. Shasta General Plan

January 27, 1993

Page 185 of 185 pages

Housing element

Based on information obtained during the interviews and HCD, Division of Housing Policy and Development. The following two projects are identified as being venerable if there are insufficient federal appropriations the renew existing Section 8 contracts or other subsidy programs.

Alder Gardens, a HUD assisted, Section 236 project could be eligible for conversion of use restrictions during the first 5 years of the 10 year analysis period.

President George Washington Manor, has a Section 8 contract for 38 of the 39 units. The contract is due to expire within the second 5 year period, June 29, 2001.

b. Persons contacted

Aldo Menenl, City Administrator, City of Mount Shasta
Cynthia Smith, City Planner, City of Mount Shasta
Robert Sellman, Planning Director, Siskiyou County
Angle Cheula, Great Northern Corporation
Kevin Potter, Administrator, George Washington Manors I & II
S. Scofield, Alder Gardens
Robert Longman, FmHA, Sacramento
HCD, Sacramento
Richard McNally, Kurt Nelson Inc, Alder Gardens

I. Discrimination in housing

Discrimination Against Families: The City and County as a whole have no significant known discrimination-related complaints or evidence of a need for specific programs to combat discrimination. The City will monitor such complaints and consider the need for further action if a trend develops.

The Office of City Administrator is responsible for informing the public about equal housing information. The City Administrator will obtain posters and literature from the state Department of Fair Employment and Housing, and post information in public buildings.

U.C. BERKELEY LIBRARIES



C124923474

